

Latitude 38

VOLUME 113 NUMBER 6 DECEMBER 1986

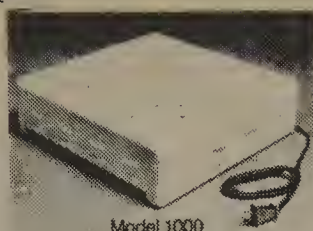
CIRCULATION: 40,000



BULK RATE
U.S. POSTAGE
PAID
SAN RAFAEL
Permit No. 210



Hot Deals on Heaters!



Model 1000

HAPPY'S AIR-DRYER

Safe, inexpensive, effective way to fight mildew. Pulls cool damp air into base of unit. It's then heated and released to prevent mold and mildew.

Model 248815 for 1000 cu ft. List \$44.95

SALE \$29.95

Model 248823 for 500 cu ft. List \$34.95

SALE \$22.95



GOLDENROD DAMP CHASERS

Stop destructive mold, mildew, and dampness with these firesafe, maintenance free units. 110v

12" Model 112524 List \$27.95 **SALE \$17.95**

18" Model 112532 List \$29.95 **SALE \$19.95**

24" Model 112540 List \$32.65 **SALE \$21.50**

36" Model 112557 List \$34.95 **SALE \$22.59**

FORCE 10 HEATERS

Available in either diesel/kerosene or propane, these bulkhead mounted heaters are beautiful and safe.

Made of stainless steel, bronze, and brass, they deliver up to 9000BTUs of heat. Stove pipe and fuel tank not included.

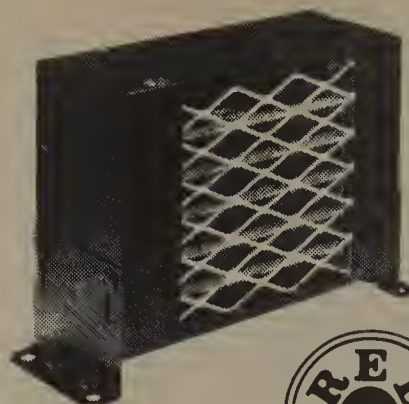
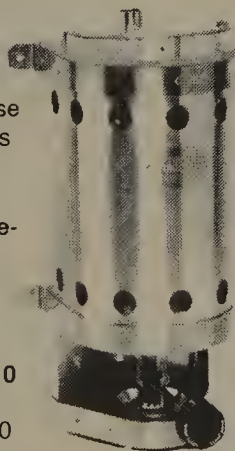
Propane Model 237412

List \$315.00 **SALE \$239.00**

Diesel/Kerosene

Model 172734 List \$255.00

SALE \$199.00



RED DOT 12 VOLT HEATERS

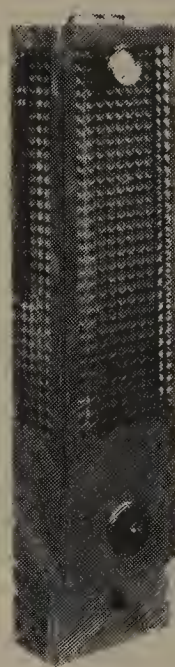
The RED DOT heaters work like car heaters. They recirculate water from the engine to produce heat. Great for boat, car, truck, or RV. Easy to install.

Single Fan Model 246777 List \$115.67

SALE \$79.00

Dual Fans Model 246785 List \$170.43

SALE \$115.00



HI-SEAS DIESEL/KEROSENE HEATERS

Under way or dockside, stay warm and safe. Liquid Fuel will not spill while under way. Small size won't take up valuable space.

Fuel tank not included.

24" STAINLESS Model

245308 List \$400.00

SALE \$319.00

24" BRASS Model

245290 List \$450.00

SALE \$359.00

36" STAINLESS Model

256354 List \$450.00

SALE \$359.00

36" BRASS Model

256362 List \$500.00

SALE \$399.00

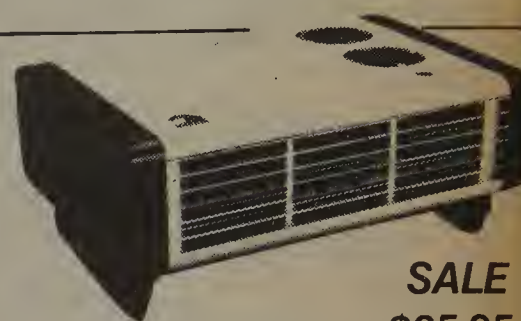
All models not on display at all stores.



SALE \$62.50

ORIGO HEAT PAL 5000

Uses non-pressurized alcohol. Portable unit good for heating and cooking. Safe and effective. Model 171306 List \$87.00



SALE \$35.95

SOUTH PACIFIC HEATER

1500 watts of UL approved heat in a compact size with many safety features built in.

Model 235325 List \$63.95

Dickinson

THE NEWPORT

Solid fuel fireplace. Fire-view door and draft control. Bulkhead mounted. Top will accommodate small pot or kettle.

Model 246538 List \$286.00

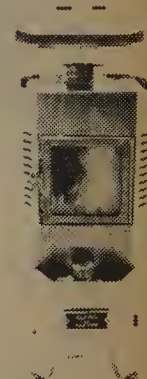
SALE \$169.00

THE ALASKA

Diesel or Kerosene heater. Can be bulkhead mounted or floor mounted. For boats 26-36 feet in length.

Model 246546 List \$510.00

SALE \$299.00



Prices Good Through November 26

13 Stores to Serve You from Seattle to San Diego

Northern California

Sausalito

475 Gate 5 Road
100 Yds. N. of Harbor Dr.
(415) 332-0202

Oakland

2200 Livingston St.
23rd Av. Exit, Hwy. 17
(415) 532-5230

S. San Francisco

608 Dubuque
take Cyster Pt. Blvd.
(415) 873-4044

Palo Alto

850 San Antonio Rd.
just off Hwy. 101
(415) 494-6660

Santa Cruz

2450-17th Ave.
at the Freeway
(408) 476-1800

Open 7 days a week! Monday thru Friday 9 to 6, Thursday nights 'til 8, Saturday and Sunday 9 to 5



West Marine Products

Bi' o phi' li a (Gr.)

Photo: Mary



BIOPHILIA*

The name of Dave Gallup's Catalina 30 says it all — with a little translation. "Biophilia" means love of life and sums up the attitude of Dave, his father Chuck Gallup (who is co-owner and helmsman), and their crew (Dave's wife, Mary; and friends, Randy, Kurk and Mike). They race to have a good time and winning this year's one-design series added to the fun!

Their boat sports a new mainsail and a new mylar jib from Pineapple Sails. The new sails translated "Biophilia" from the middle of the fleet to the very front!

If the notion of sailing fast is just so much Greek to you, we can help.

Call us today.

DEALER FOR: Henri-Lloyd Foul Weather Gear • Headfoil 2

Sails in need of repair may be dropped off at: Svendsen's in Alameda
West Marine Products in Oakland • Boaters Supply in Redwood City

We will be closed the week between Christmas and New Years. Happy Holiday!



PINEAPPLE SAILS

*Powered by Pineapples

(415) 444-4321

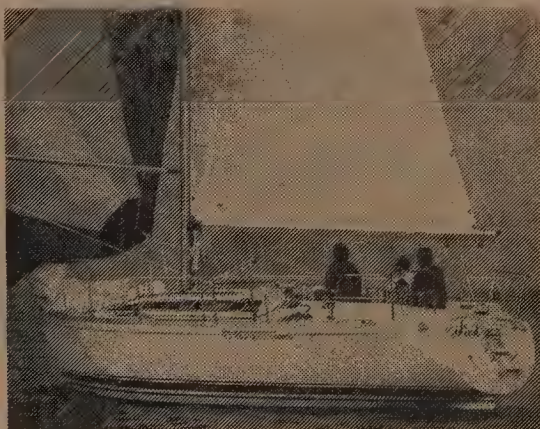
123 SECOND STREET, OAKLAND, CALIFORNIA 94607



BÉNÉTEAU 42



BÉNÉTEAU FIRST 435 A very refined yacht with quick performance. She features a beautiful teak interior with 3 private staterooms each with their own head, a spacious saloon & large galley & chart table.



BÉNÉTEAU FIRST 405 This beautiful yacht features an extra large interior with 2 private staterooms, 2 heads and very comfortable saloon. The accommodations come in two optional layouts.



BÉNÉTEAU FIRST 305 The 305 proposes the most spacious accommodations in a hull this size. Featuring an aft cabin with a double bed, forward private cabin and a saloon full of light.

First Series



Bénéteau 305



Bénéteau 325



Bénéteau 345



Bénéteau 375



Bénéteau 405



Bénéteau 42



Bénéteau 435



Bénéteau 456

Oceanis Series



Oceanis 35



Oceanis 43

Why are most yacht dealers like magicians?

Because they have a great disappearing act. With most yacht dealers it happens soon after you sign on the dotted line. To them, follow-up and customer service have gone the way of the dime phone call and free road map.

Service that won't disappear

Customer service is the cornerstone of our business. Once we find the right boat for you, we follow-up to make sure you're satisfied. Our customers also benefit from many after sales activities including open houses, seminars and an active owner's association. This is all part of the continued support that we consistently deliver to our satisfied boat buyers.

Value that you can't pull out of a hat

Passage Yachts offers you outstanding boats with lasting value – like the Bénéteau first 42. This yacht is at home anywhere: rugged charter world, family cruise or winner's circle. Designed by German Frers, the first 42 combined racing excellence with legendary construction. It's fitted out for both the maximum in performance and comfort.

Bénéteau has been building boats for over 100 years. And, during this time, they've developed a world wide reputation for setting boat building standards. And now, Bénéteau comes to America with completion of the largest sailboat construction facility in the United States. This firmly establishes Bénéteau as a major force in the U.S. boat manufacturing industry.

Simply magic

At Passage Yachts, there's no disappearing act. We offer true customer service and a fine selection of the value-for-money yachts – an approach that has a magic all its own.

The complete lines of Bénéteau and Passport Yachts are available from Passage Yachts. Call for an appointment or just drop in and see us.



1220 Brickyard Cove, Pt. Richmond
(415) 236-2633

Sellers: We have been selling a lot of brokerage boats and need new listings. If you have a well maintained quality sail boat to sell at a fair price you should consider our professional services. *We get results!*

1220 Brickyard Cove Pt. Richmond (415) 236-2633



Bay Area's best brokerage buys

Local Cruisers Some Race Equipped

*20' Cal 20	2,600
*23' Ranger 23,	10,500
*24' J-24	10,900
*24' Moore 24, Trailer	16,500
*25' Cape Dory, Cruise Equip.	13,900
*25' Cape Dory 25D, Diesel	29,850
*25' Yamaha, Diesel, Very Clean	16,750
*26' C&C, Inboard	20,500
*26' International Folkboat	11,500
*26' Ranger 26, Mull Designed	10,500
*26' Columbia, New Engine	12,500
*26' Pearson 26	16,200
*27' NorSea 27, Sturdy Cruiser	34,900
*27' Ericson 27 Three From	18,900
*27' Cheoy Lee Offshore	18,950
*27' Cal T/2, Two From	11,200
*27' Vega 27, Swedish Cruiser	17,000
*27' Cal 2-27 Great One-Design	22,500
*28' Mair, U.L.D.B. by C.&B.	19,500
*28' San Juan, Diesel, Sharp	26,950
*28' Pearson 28, Excel Cond.	31,500
*28' Islander 28, Three From	28,000
28' Ericson 28+, 1980	38,950
*28' Sovereign, Center Cockpit	35,000
*28' Newport, Diesel, North Sails	29,800

*29' Bénéteau, 1985, sleek & swift	42,000
*29' Ericson, Diesel, Wheel	28,500
*29' Cal 2-29, Two From	26,000
*25' Cape Dory, Cruise Equip.	13,900
*29' Mair-ULDB by C&B	19,500
*30' S-2, 9.2A, Dodger, Wheel	38,500
30' Yamaha, Diesel, Loran	38,000
*30' Newport 30	36,000
*32' Pearson 323 Two From	39,500
32' Columbia 9.6 Two From	39,500
*33' Morgan, Out-Island	34,950
*33' Hunter, 1980, Diesel	41,950
*34' Wylie 34, Race Equipped	45,000
*34' O'Day, Dodger, Wheel	57,000
*35' Coronado 35, aft cabin	42,000
*36' Islander 36, diesel, sharp	54,900
*38' Catalina 38	79,900
35' Santana, Rod Rigging, Norths	54,950

Blue Water Cruisers Liveaboards

*30' Alberg 30, Classic	28,000
*30' Cape Dory, 1982	49,900
*32' Mariner Ketch, Perkins Diesel	34,900
32' Vanguard Offers	37,000
36' Pearson Cutter, Liveboard	96,000
37' Crealock,	108,000

37' Flying Dutchman	65,000
*37' Islander, Great Cruiser	36,000
*38' Ericson, 1982	99,000
38' Bénéteau, Twin Aft Cabins	95,000
38' Farallone Clipper, Restored	45,000
38' Cabo Rico	70,000
39' Lancer Motor Sailer	105,000
40' Passport, Radar Two From	119,500
*40' Cheoy Lee, Offshore	89,000
*41' Newport S, C&C Design	75,000
*41' Whitby Caribe	59,500
41' Bounty, Bristol, Loaded	54,000
41' Perry, Superbly Maint.	125,000
42' Passport	143,000
42' Garden Stys'l Ketch	105,000
*42' Pearson 424, Ketch	128,000
*42' Golden Wave, Perry Dsgn	119,000
*44' Peterson Cutter	124,000
46' Island Trader Mtr Sailer	165,000
46' Cal 2-46, Loaded	132,000
*48' Cheoy Lee, Staysail Ketch	150,000
*50' Steel Cutter, CTR cockpit	240,000
*51' Garden Ketch	145,000
52' Columbia, Generator	125,000
54' Sparkman & Stephens	300,000
53' Cheoy Lee Ketch, Repo	205,000

* Come to Brickyard Cove to see these boats



1977 Pearson 323. This extremely well maintained model sports a new epoxy bottom and an excellent inventory. Extras include wheel steering, Volvo diesel, auto-pilot, lectrasan head, and much more. This fine yacht will go quickly at \$39,500



1982 Cape Dory 30. The discriminating yachtsman will appreciate the combination of Cape Dory quality and Carl Alberg's graceful, timeless lines. The cutter rig, diesel engine, and wheel steering makes for an outstanding cruising yacht. Originally a dealer demo. \$49,900.



Ericson 27. This popular One-Design features a hard to find combination of diesel engine and wheel steering. Desirable additions include dodger, new sails by Kolius, and cold plate refrigeration. Very clean and inviting. \$23,500.



1976 Cheoy Lee Offshore 40. You can't find a finer cruising yacht at this price. Absolutely Bristol. In like-new condition. Perkins engine, 9 bags, radar, Aries vane, auto-pilot, complete canvas, on and on. \$89,000.

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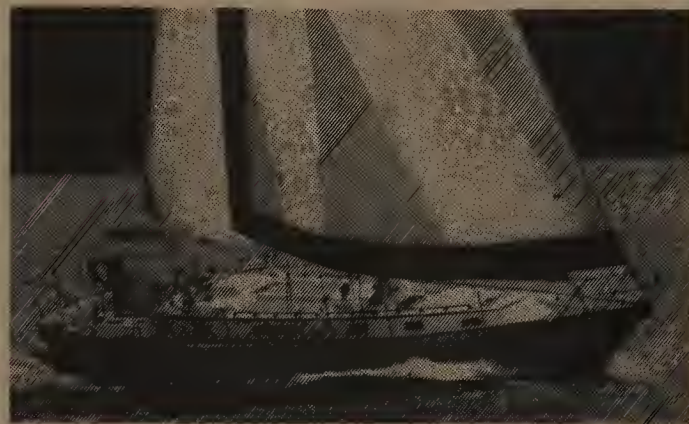
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COVER PHOTO: LATITUDE 38/BILL
Big Boat bonanza
Graphic Design: K. Bengtsson
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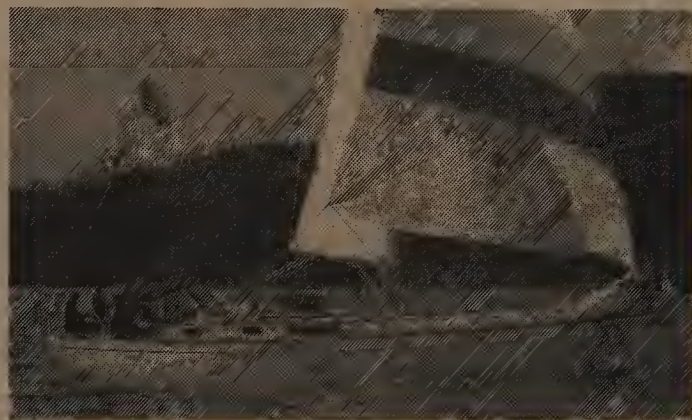
PASSAGES

*News from the World of
Passport, Bénéteau and Passage Yachts*

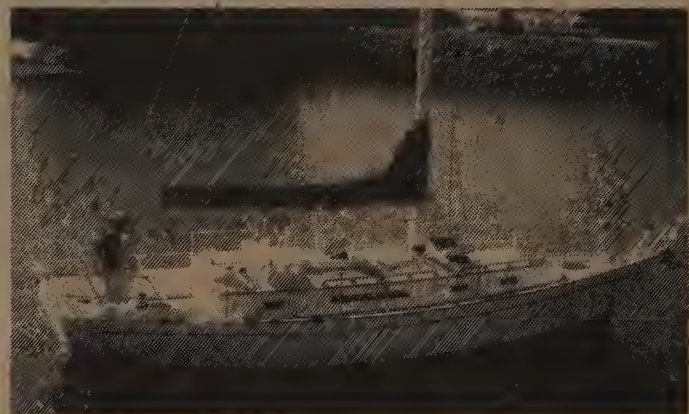
**There's still time to get your
Passport for 1986.**



PASSPORT 47 If a boat could be a perfect 10 this is it. This boat has everything from furling main and head sails to B&G electronics, generator, autopilot and a palatial interior. Only \$230,000.



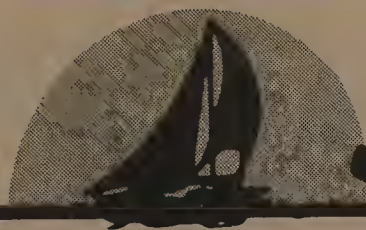
PASSPORT 40 Robert Perry's finest design. The Passport 40 boasts a large elegantly appointed interior and exhilarating sailing performance. All this at a very affordable price.



PASSPORT 37 Robert Perry's latest design for the Passport Series is the perfect cruiser for long voyages. Not only is this boat fast, stable and responsive, but it offers a large volume interior. Handcrafted with workmanship and attention to detail. Offered at a very competitive price.

 **Passage Yachts**

(415) 236-2633 (800) 233-4048



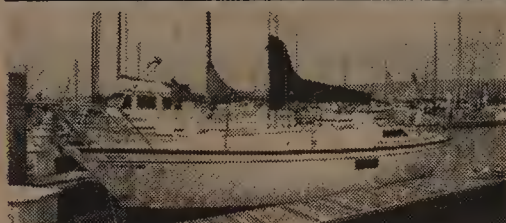
Sunset Yachts

SAVE SALES TAX WRITE OFF!

AND

Save \$188.00 Per Month*

BUY NOW!



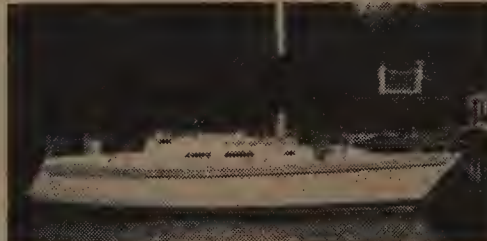
DUFOR 35. Strong and seaworthy offshore cruiser in excellent condition; loaded with gear. Motivated seller. Try \$65,000 or \$525 monthly payments.



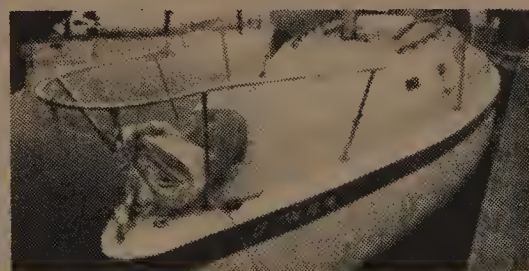
34' SEAFARER. Great liveaboard, super price! Asking \$25,000.



YAMAHA 33. Excellent condition, finely tuned, lots of gear. Try \$38,000.



PEARSON 30. Beautiful boat, ready for new owner. Try \$23,000.



CAL 2-27. One owner, clean as a whistle! Lots of gear, great sailer. Try \$17,000. sistership



28' ALBIN. Outstanding Swedish quality, like new, diesel. Must see. Try \$24,000.



RANGER 23. Gary Mull's best design — family fun boat! Try \$8,000.



ALOHA 32. Owner moving up! Yacht has roller furling, dodger, propane heater, diesel, pure comfort. Try \$65,000.

55' Alden/Laliberte	1970	\$90,000
54' CT	1981	245,000
54' Perry	1986	245,000
51' Overseas/Hudson	1974	95,000
47' Perry	1978	128,000
46' Aux schaener	1980	105,000
44' CSY	1977	130,000
43' Swan	1977	195,000
40' Mativia (steel)	1981	110,000
39' Cal	1971	55,000
39' Dufaur	1984	110,000
38' Kettenburg	1954	18,000
37' Espree	1979	79,500
36' Islander	(5)	39,000
35' Ericson	1970	34,750
35' Santana	1981	59,500
34' Hans Christian	1977	72,000
34' Seafarer	1974	25,000
33' Vanguard	1968	29,900
33' Ranger	1978	39,800
32' Bristol	1972	39,000
32' Columbia 9.6	1976	37,500
32' Dreadnaught		
32' Columbia Sabre	1966	9,200
32' Ericson	(3)	25,000
32' Pearson	1977	42,800
31' Cal	1979	38,500
31' Bombay Clipper	1978	32,000
31' Pearson slaap	1978	37,000
30' Catalina	(3)	23,000
30' Ericson	1978	34,500
30' Irwin	1977	32,000
30' Islander MkII	1972	28,000
30' O'Day	1978	29,000
30' Newport	1977	32,000
30' Rawson	1975	34,750
30' Yankee	1972	30,900
29' Cascade	1967	31,000
29' Ericson	1970	25,500
29' Seidelman	1974	29,500
28' Cal	1968	18,000
28' Columbia	1969	14,500
28' Pearson	1977	24,500
28' Newport	1976	21,500
27' Alaha	1985	24,000
27' Balboa	1980	18,500
27' Cal 2-27	1976	19,000
27' Catalina	(4)	14,000
27' Caranada	1972	12,000
27' Ericson	1972	17,950
27' Newport	1980	19,500
27' Santa Cruz	1978	18,750
26' Excalibur	1969	7,500
26' Pearson	1978	18,000
25' Kirby	1979	13,950
24' Dufaur	1975	14,500
24' Gladiator		6,000
23' Aquarius	(2)	5,000
23' Santana	1980	
22' Catalina	1975	6,500
22' O'Day	1977	5,500

*based on a \$50,000 yacht at current bank rates versus 1985 rates

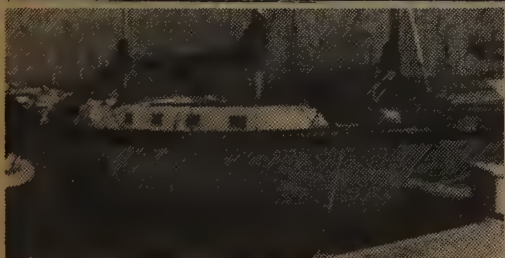


1980 WESTSAIL 39

Bob Perry Design

Cruiser / Liveaboard
Excellent Condition
Must See!

Try \$80,000



SWIFT 36. 1983, center cockpit liveboard, one owner boat, like new condition. Over-equipped! Try \$85,000.



SERENDIPITY 43, "Carissa". High performance racer/cruiser. At our docks. Asking \$82,000.



PERRY 41. 1983. Like new, one owner. Fully equipped for liveaboard. Seriously for sale! Try \$95,000.



O'DAY 39. 1983. Three cabin privacy, like new condition, motivated seller. Try \$85,000.



PEARSON 40. High performance cruiser with all the liveaboard comforts. Seller needs offers! Try \$75,000.



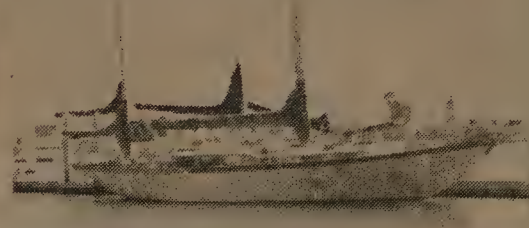
TAYANA 37. Pilothouse. Traditional spacious cruiser, equipped for comfort. Owner transferred out of country. Try \$75,000.



ISLANDER 36 Freeport. 1982. Beautiful and better than new! Owners pride shows. Asking \$85,000.



CHALLENGER 40. Beautiful liveaboard, very comfortable, excellent condition. Try \$70,000.

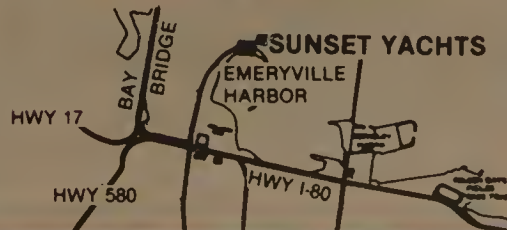


55' ALDEN. One owner, world cruiser, Alden quality from a custom builder. Asking \$90,000 — need offers.

SEE 200 BOATS AT OUR DOCKS!

Sunset Yachts

3310 Powell St. Emeryville (415) 654-9185



Right Boat, Right Sailor.

**FREEDOM
★ YACHTS ★**



You can tell a lot about Freedom owners by a sampling of yachts they used to own: Like Santana 35, Cal 29, Ranger 29, Santana 27, Olson 30. We consider those good boats. So do their former owners. These folks sailed their boats hard and well, cruising and racing, Bay and offshore. They will all tell you they are sailing far more now than ever before. That's the Freedom payoff: If you can sail wherever and whenever, you'll sail more.

**STEEL
34**

You can tell a lot about Steel boat owners by the sound you here when you T-bone their boat. These are folks headed out — all the way out — to where waters can be sometimes unfriendly. But for these waters we have a boat that is beautifully shaped and epoxy coated, designed to perform with modern lines, and most important, is tough as Steel.



EXCLUSIVE REPRESENTATIVES FOR



STEEL



Cruising World Yachts

2415 Mariner Square Drive, Alameda, CA 94501 (415) 521-1929
2505 W. Pacific Coast Highway, Newport Beach, CA 92663 (714) 548-1422

Sail Brokerage

21'	Freedom w/trlr.....	\$16,000
22'	Cape Dory.....	13,900
22'	Westerly Nomad w/trlr.....	15,000
24'	Shark.....	8,500
24'	Yankee Dolphin.....	12,500
24'	Moore.....	16,000
25'	Freedom..... (2)	26,500
26'	Columbia..... (2)	11,500
26'	Contessa.....	20,000
26'	Pearson Ariel.....(2)	9,500
26'	Pearson.....	15,500
27'	Newport.....	19,950
27'	Catalina.....	24,500
27'	H-27.....	Offers
27'	Orion.....	37,500
27'	Sun.....	22,500
27'	Tartan.....	21,500
27'	Ericson.....	18,950
28'	Dufour.....	29,500
28'	Newport.....	23,750
28'	Taipan.....	24,900
28'	Dufour.....	36,000
28'	Sovereign.....	49,900
29'	Ericson.....	24,500
30'	Coronado.....	22,500
30'	Garden cutter.....	25,000
30'	Cold-Molded Mull.....	32,750
30'	Hunter.....	27,000
30'	Olson.....	22,500
30'	Tollycraft..... (power)	75,000
30'	Ericson.....	27,500
30'	Newport.....	29,000
30'	S2 9.2C.....	33,500
30'	Islander MkII.....	28,300
30'	Tartan.....	32,900
30'	Wilderness.....	Offers
30'	Bristol 29.9.....	44,000
31'	Pearson.....	37,000
31'	Mariah.....(2)	49,500
31'	Steel Snowbird.....	34,000
32'	Ericson.....	29,000
32'	Bristol Ketch.....	45,000
32'	Freedom..... (loaded)	98,500
33'	Rhodes Swiftsure.....	28,500
33'	Tartan Ten.....(3)	29,900
33'	Pearson Vanguard.....	29,000
33'	Freedom..... (2)	59,500
34'	Hans Christian.....(2)	73,900
36'	Islander..... (3)	36,900
36'	Columbia.....	39,950
36'	Custom Steel.....	68,500
37'	Islander..... (2)	44,000
37'	Hollman Custom.....	65,000
37'	Crealock..... (2)	88,000
38'	DownEast.....	69,500
38'	Hans Christian T.....	97,500
39'	Freya 39.....(2)	98,500
39'	Freedom Express.....	145,000
39'	Freedom P.H.....(2)	149,000
39'	Hans Christian P.H.....	149,000
40'	Challenger.....	78,500
40'	Cheoy Lee Offshore.....	89,000
40'	Freedom.....	125,000
40'	C&C, equipped!.....	Offers
40'	Custom Steel PH kch.....	89,500
41'	CT.....	75,000
41'	Coronado.....	59,500
41'	Wood Cutter.....	48,000
41'	Bounty.....	58,900
41'	Morgan.....	79,000
41'	Perry.....	94,000
42'	Garden ketch.....	129,000
43'	Gulfstar MkII.....	94,500
43'	Hans Christian.....(3)	125,000
44'	Freedom.....	130,000
46'	Windjammer Schooner.....	105,000
47'	Cheoy Lee Offshore.....	110,000
48'	Sparkman&Stephens.....	149,500
50'	Flying Dutchman.....	200,000
50'	Steel Cutter.....	240,000
50'	Primrose.....	68,000
50'	Kettenburg.....	115,000
50'	Gulfstar.....	120,000
51'	Island Trader.....	125,000
52'	Garden-Monk ketch.....	119,000
52'	Kettenburg/Columbia.....	125,000
70'	Freedom Schooner.....	730,000



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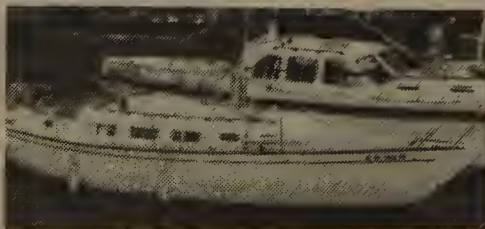
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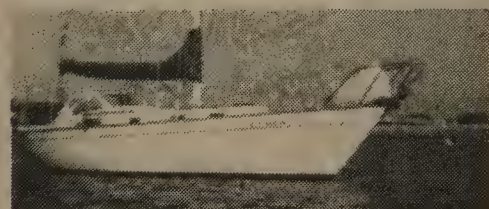
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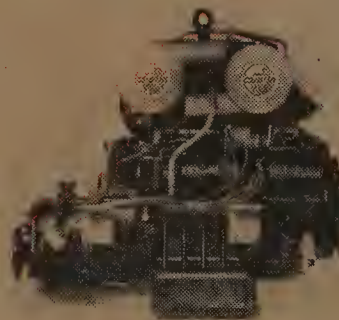
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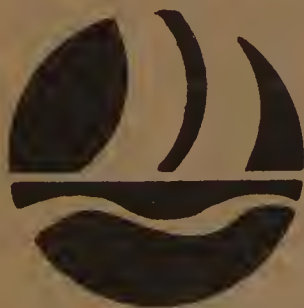
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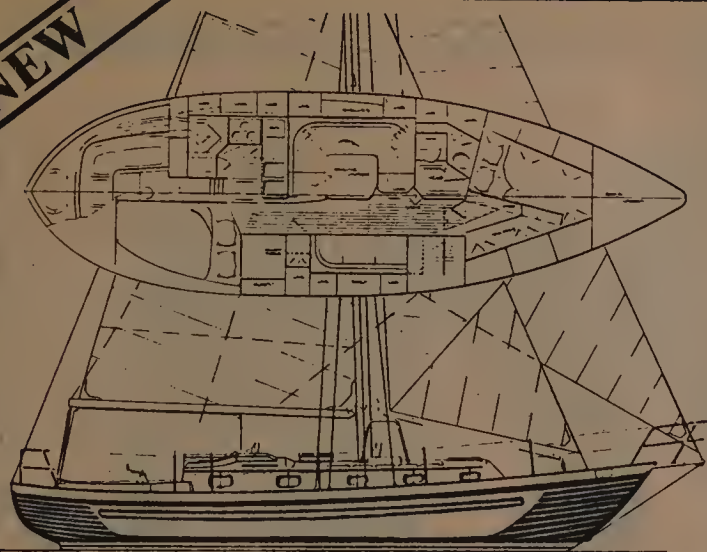
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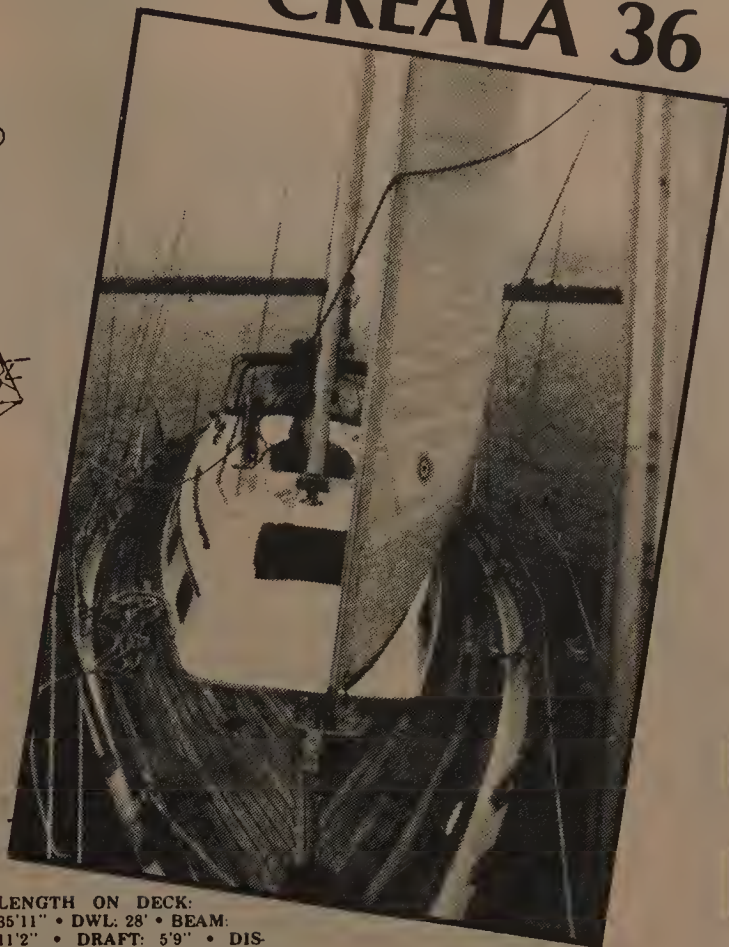
The CREALA 36 has a bright, spacious interior plan and an abundance of locker and storage spaces (over 50). A solid teak interior (no veneer plywood), teak decks and cockpit and a bronze and stainless pedestal with teak rimmed destroyer wheel are all part of this well appointed yacht. As well, it is accented with eleven bronze opening ports. We Also Have a 40-foot Creala Coming Soon.

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South Beach Harbor, located on the San Francisco waterfront one-half mile south of the Bay Bridge, still has some 30' to 50' berths available. Send for an application and you'll be able to select your berth from among those remaining.

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The Embarcadero at Pier 40, San Francisco, CA 94107
or call: (415) 495-4911

CALENDAR

Nonrace

November 1 — "Video Day" at the Armchair Sailor, 42 Caledonia, Sausalito, 10 to 4. Come get a preview of *Pacific Solo*, the film of the 1986 Singlehanded TransPac, and an introduction to instructional videos. David Kennedy, 332-7505.

November 1 — Pacific Marine Supply's Annual Cruisers Party, San Diego. The original is still the biggest and the best. (619) 223-7194.

November 1 — Party to celebrate one year in business. Dreamers Come True Outfitters, Redwood City. 361-1194.

November 2 — Day of the Dead. Beginning of two-day Mexican celebration of All Souls' Day.

November 5 — Evening lecture series. Valclav Niedermentl, shipmodeler; Joanne Sanstrom, author of "There and Back Again", and Ruthanne Lum McCunn, author of "Sole Survivor". The Maritime Store, Historic Hyde Street Pier, San Francisco. 775-BOOK.

November 5-December 3 — "Celestial Navigation" for the Yachtsman", Foothill College, Los Altos, every Wednesday from 7-9:30 p.m. Like the astrologers have always told us, the stars don't lie. Foothill College, 960-4600.

November 10 — Opening of winter seminar series on blue water sailing begins at Cass' Marina. November 10, self-steering devices. November 12, shorthanded sailing techniques. November 17, electronic aids to navigation. Sausalito Cruising Club, 7 to 9 p.m. 332-6789.

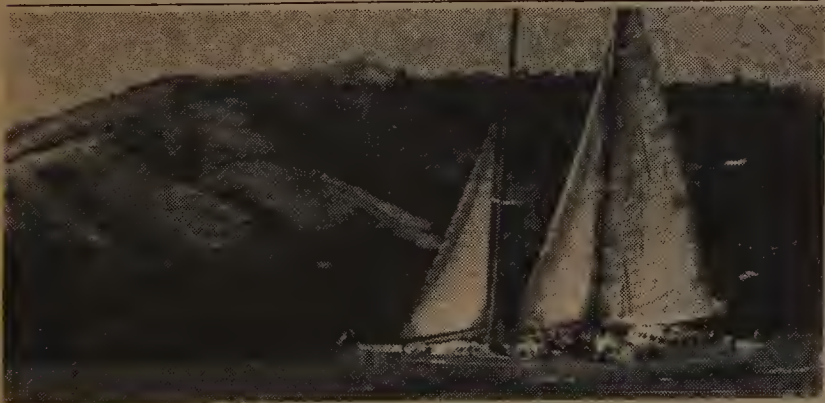
November 15 — Open house party at Island Yacht Club, Alameda. 521-2980.

November 22 — Columbia Challengers Association fall dinner. Rusty Scupper, 7 p.m. 525-3161 or 461-0666.

Through November 29 — Display of paintings and drawings by James Pearce. Focus is on estuaries and boat yards around San Francisco. Fitzpatrick Professional Center, 2000 Broadway, Redwood City. 369-4600.

November 29 — Annual Oakland decorated boat parade on the Oakland Estuary, plus the lighting of the Christmas tree at Jack London Square and the lights at Lake Merritt.

December 7 — Registration opens at College of Alameda for Course 004, Coastal Piloting, and Course 003, Celestial Navigation 1. Both will be taught by Sam Crabtree, starting the first week of January. 748-2255 or 522-7221.



December 13 — Annual Marina del Rey Christmas Boat Parade, starting at 5:30 p.m. Entry fee \$35. (213) 822-3423.

January 1 — Annual yacht cruise around Alameda Island sponsored by the Metropolitan Yacht Club. Starting time is noon from Jack London Square. 521-6330.

Under way — The Sailing Industry Association has revised its toll-free service designed to help people find sailing schools in their area. Call 1-800-447-4700 and specify what kind of lesson desired —

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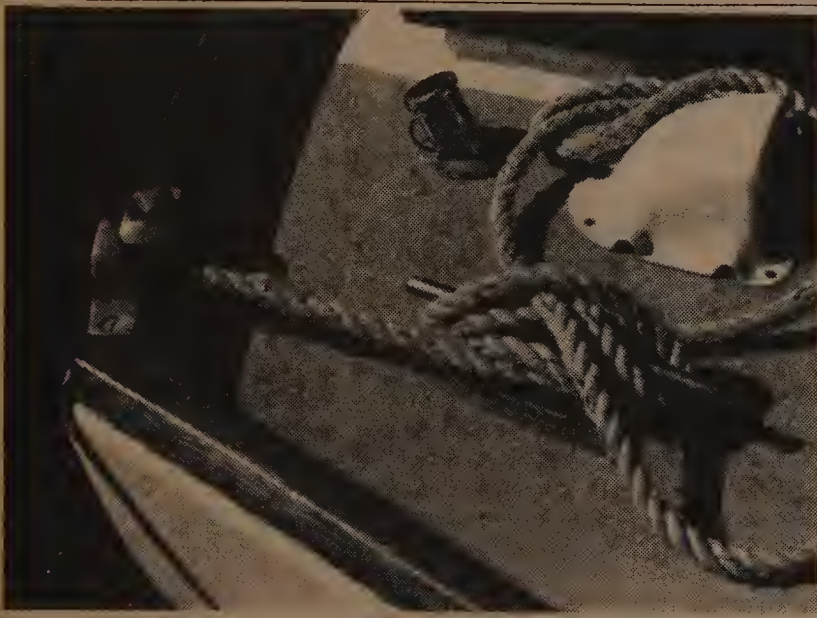
CALENDAR

boardsailing, basic sailing, advanced sailing, cruising, racing, etc.

Racing

November 1 — First race of the Perry Cup Series and Monterey Invitational Regatta. Races November 1 and 2, December 6, January 3, February 7 and March 7. To enter, write Jack McAleer, P.O. Box 657, Pebble Beach, CA 93953.

November 1-2 — Fall regatta at Lake Natomas, downstream from Folsom Lake. Open to all one-design centerboard and multihull



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boats. Entry fee \$15. (916) 488-6465.

November 2 — Second round of America's Cup eliminations begin. Each race is worth five points. Go USA!

November 7 — Start of the 1986 Route Du Rhum Race, from St. Malo, France to Point-A-Pitre, Guadeloupe.

November 15 — South Beach Harbor opening festival. Invitational yacht race and weenie roast. 631-0399.

November 16 — SYRA annual trophy brunch. Encinal Yacht Club, 11 a.m. 524-9655.

November 21-23 — J/24 tune-up weekend with Larry Klein, John Kosteki and Matt Ciesicki. Richmond Yacht Club. \$80 per boat. 522-0545.

SORC — Boca Grande Race — February 26; St. Pete to Ft. Lauderdale — March 1; Lipton Cup — March 12; Ocean Triangle — March 14; Miami-Nassau — March 17; Nassau Cup — March 20.

Fall Series — WRA — 11/15, 11/30, 12/13. Liz Ferrier, 567-9314.

Midwinter Series — Metropolitan/Berkeley YCs — 11/8-9, 12/13-14, 1/10-11, 2/7-8. 832-6757.

Golden Gate YC — 11/2, 12/7, 1/4, 2/1. 346-BOAT.

Sausalito Cruising Club — 11/1, 12/6, 1/3, 1/31. 332-9349.

Corinthian YC — 1/17-18, 2/21-22. 435-4771.

Richmond YC — (SBRA) 11/30, 12/28. 444-4144.

Lake Merritt Sailing Club — 12/7, 2/16, 3/15. 465-1287.

All of the above races are open to the public. Some clubs have their own series for members only, so check with your club's race chairperson.

Please send your calendar dates **by the 18th of the month** to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Send early, send often, but *please* only one announcement per page!

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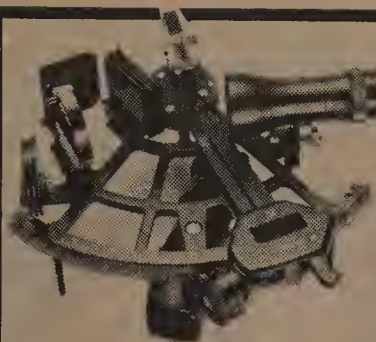
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SILVA UNIVERSAL 70UN.....39.00
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PACS 325SM, 325 watts.....380.00
PACS 1500 watts w/10' remote.....1187.00

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SITEX EZ-7 w/9 waypoints,
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KING mdl 8001 w/99 waypts.....599.00
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TAMAYA NC-77.....222.00
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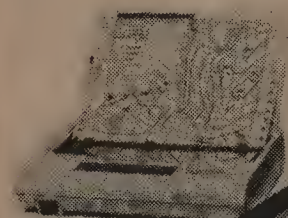
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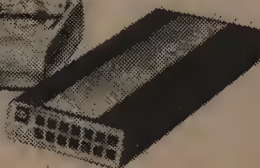
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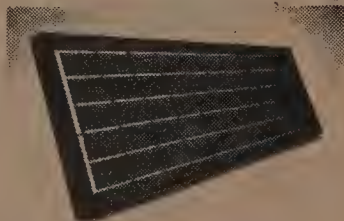


- New thin film technology
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MODEL M-65
13.5x42.5



- 42-watt output

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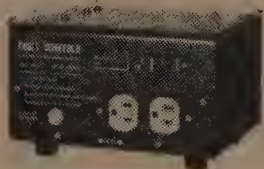
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List: \$1295
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12v to 110v — 300 watts.
Perfect for TV, VCR,
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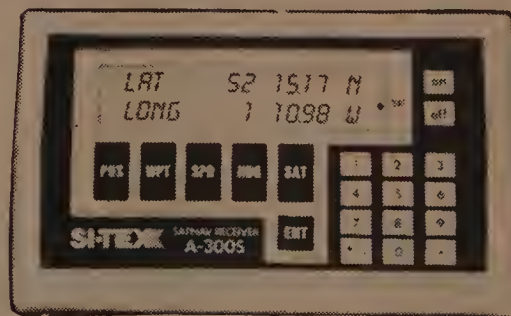


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Both inverter *and* charger —
1200 watt AC power *and* 50 amp
battery charger **combined!**
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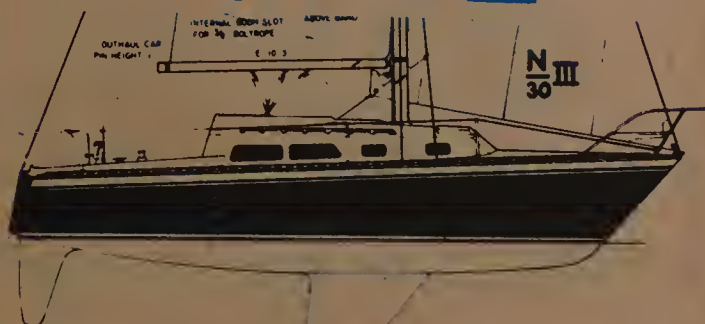
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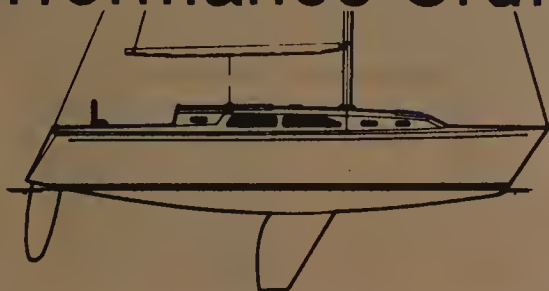
MARINER SQUARE YACHTS

newport 30 III



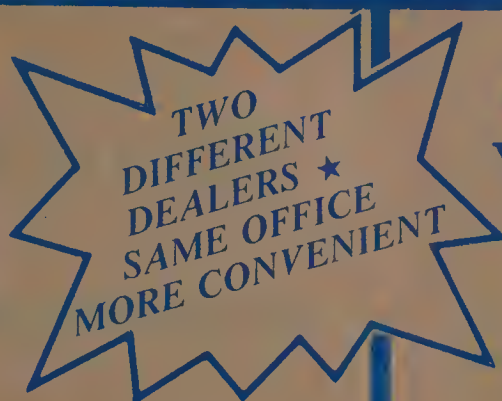
The NEWPORT 30 III, the perfect balance of comfort and performance. For a very low price, you can own a lot of boat.

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The W.D. Schock Corporation's latest entry into the cruising market is a beautiful tri-cabin 34-footer designed by Nelson/Marek. The Schock 34 PC is a stunning performance cruiser with a genuine offering of comfort and sailing efficiency.

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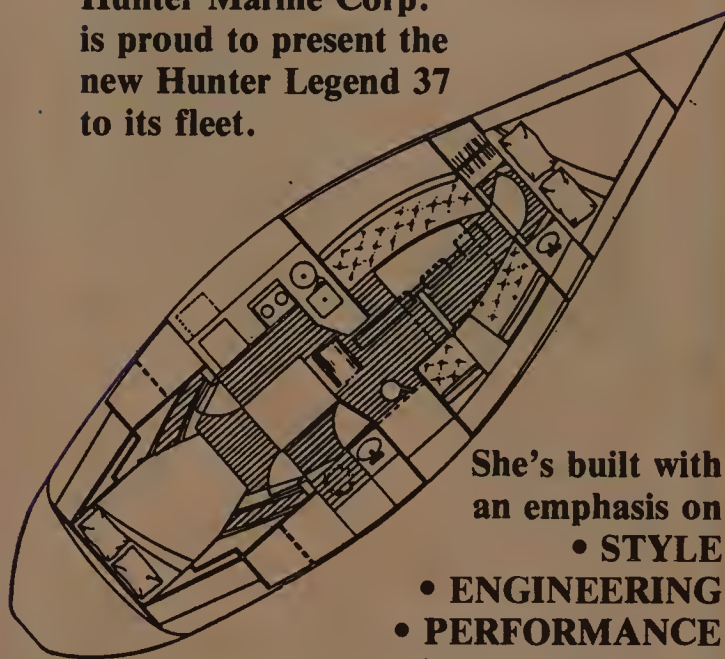
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- PERFORMANCE
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**This boat is ready to go —
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27' Catalina, 1977	\$17,900
28' Islander, 1975	24,900
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33' Yamaha, 5 sails	42,500
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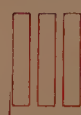
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and only one
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20' C&C, '77	8,000
22' Catalina, '71	42,000
22' Santana, '69	5,800
23' Ranger	10,000
23' O'Day, '78	12,000
23' Santana, '79	17,500
24' Johnston, '79	13,500
24' Ranger, '75	19,500
24' Moore Bros, '79	15,000
25' Overseas Ind, '84	\$33,500
25' Phil Rhodes, '61	9,000
26' Chrysler Marine, '79	10,000
26' Columbia MkII, '71	12,500
26' Ericson, '68	13,500
26' Excalibur	11,000
26' Balboa, '74	9,500
26' Raven, '82	24,500



46' GARDEN. Classic beauty. Excellent condition, a rare piece of work, ready to go world cruising. Price reduced to \$115,000.

27' Catalina, 3 frm	16,500
27' Orion, '81	37,500
27' Coronado, '72	15,000
28' Cheoy Lee, '76	34,500
28' Islander, '75	30,000
28' Islander, '76	41,600
29' Bristol, '67	24,500
29' Cal, '75	26,000
29' Lapworth	29,900
30' C&C, '74	31,500
30' J/Boat	40,000
30' Irwin, '80	37,000
30' Pearson, '83	59,500
30' Columbia	25,000
30' Rawson, '70	24,500
30' Catalina, '78	33,500
30' Islander, '73	24,500
30' Catalina, '78	31,500
30' Ericson, 2 frm	22,500
30' Newport, '79	36,000
31' Allmand, '82	57,000
31' Cheoy Lee, '72	34,000
32' Centurian, '72	39,500
32' Tumlare, '48	22,500
32' Elite, '85	55,000
32' Islander, '73	39,500
32' Pearson Vanguard	31,500
33' Hunter, 2 frm	44,000
33' Ranger, '74	34,900
33' Hunter, '79	33,000
33' Tartan, '78	30,000
34' Tartan, '74	39,500
34' Cal	34,000
34' Wells	51,000
35' Pearson Alberg, '69	45,000

35' Santana, '79	58,800
36' "J", '81	95,000
36' Pearson, '78	50,000
36' Islander, '79	68,000
36' Cheoy Lee, '76	85,000
36' Freeport, 2 frm	75,000
36' Union, '83	69,700
37' Islander, '74	35,000
37' Fisher aft, '78	89,000
37' Farr Compass, '78	67,000
38' Easterly, '78	79,000
38' Hans Christian	85,000
38' Morgan, '81	82,000
39' Ericson, '72	65,000
40' Challenger, '83	78,500
40' Hinckley, '63	89,500
41' Kettenburg, '08	54,000
41' Cheoy Lee, '79	110,000
41' Coronado, '74	59,000
41' Formosa	79,500
41' Perry, '79	125,000
41' Kettenburg, '08	54,000
42' Westsail, '76	119,000
42' Irwin, '75	82,000
43' Deborde, '63	38,500
43' Gaff ketch, '49	9,000
43' Alden schooner	95,000



FREEPORT 36. A or B interior. Elegant cruisers, best equipment available. Special cruising model has been to NZ and back. **Two from \$70,000-89,000.**

43' Madden&Lewis, '26	29,500
44' Hardin, '79	130,000
44' Islander, '74	80,000
44' Peterson, '78	125,000
44' Fellows/Stewart	27,500
45' Garden ketch, '77	145,000
46' Abeking kch, '35	22,000
46' Garden ketch, '75	125,000
47' Perry, '80	144,000
49' Chinese Junk, '83	95,000
50' Piver Tri, '78	295,000
50' Gulfstar, '77	149,500
52' Columbia, '72	125,000
53' Cheoy Lee, '83	205,000
56' Linton Hope, '04	65,000
59' Ketch, '81	250,000
65' Herreshoff, '81	248,000

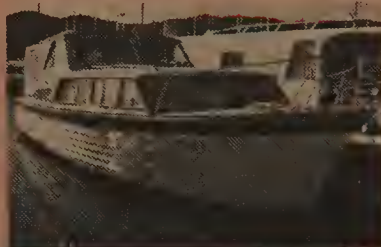
Testamonal Of The Month:

"I feel certain that if it were not for the splendid efforts of ABC Yachts, the sale of my Gulfstar 47 would not have been consumated."

Arthur M. Mintz, 10/86

POWER

18' Sabre, '64	8,000
20' Shamrock, '80	14,900
22' Sea Dory, '82	14,000
23' Thunderbird, '80	15,000



32' CHRIS CRAFT 1961 sea skiff. Twin 283 C.C. 185 hp, perfect for fishing of liveaboard, refrig., large cockpit, Delta canvas. Asking only \$12,500.

24' Sea Ray, '84	28,000
26' Fiberform, '73	9,750
28' Fiberform, '79	26,500
28' Chris Craft, '72	19,000
28' Modutech, '73	45,000
30' Sea Ray, 2 frm	49,500
31' Uniflite	27,500
32' Bayliner, '81	49,500
32' Chris Craft, '61	12,500



36' MARINE TRADER Sedan Trawler. Great stability, 2 staterooms, great liveaboard w/forced air heat. \$79,000/Others. Call for extensive power listings.

34' Californian, '77	69,000
34' Fairliner, '66	230,000
34' Uniflite, '77	75,000
34' Fiberform, '77	75,000
35' Luders, '75	19,500
35' Chris Cavalier, '64	38,000
35' Magnum Mariane, '69	80,000
36' Uniflite, '84	139,000
36' Grand Banks, '79	115,000
36' Harris, '80	82,000
36' Sea Ray, '78	79,000
37' Hunter, '69	25,000
37' F/B Sedan Cruise	55,000
37' Californian, '72	24,000
40' Hunter, '52	24,000
40' Marine Trader, '78	79,000
40' Owens, '65	44,000
40' Post, '72	59,000



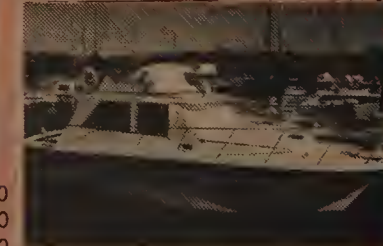
43' DEFEVER Motor Yacht. Twin 120 hp Ford diesels, 7.5 kw Onan, radar, autopilot, Loran, 48 mi radar and Naiad stabilizers. **Reduced to \$149,400.**

40' Bluewater, '77	86,000
40' Bayliner, '79	139,000
40' Hoover, '80	74,500
41' Chris Craft, '50	37,000
41' Luhrs, '79	89,000
41' Matthews, '52	39,500
42' Trojan, '68	79,500



60' STEPHENS Motor Yacht "Ranger". Frozen in time, superbly decorated accented by original works of art, chrom, parchment, silk, mirrors and lighting. Detailed to perfection. **\$350,000.**

42' Californian, '78	125,000
42' Grand Banks, '68	79,500
43' DeFever, '80	149,400
43' Hatteras, '72	160,000
43' President, '83	169,000
43' Stephens, '62	67,000
44' Pacemaker, '65	75,000



UNIFLITE 34. Extensive equipment list includes generator, air conditioning, autopilot, Ideal windlass, twin 350 hp Crusader engines. Asking only \$69,000.

44' Gulfstar, '80	180,000
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*12 NAUTICAL MILES TO
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(BEGINNING OF THE
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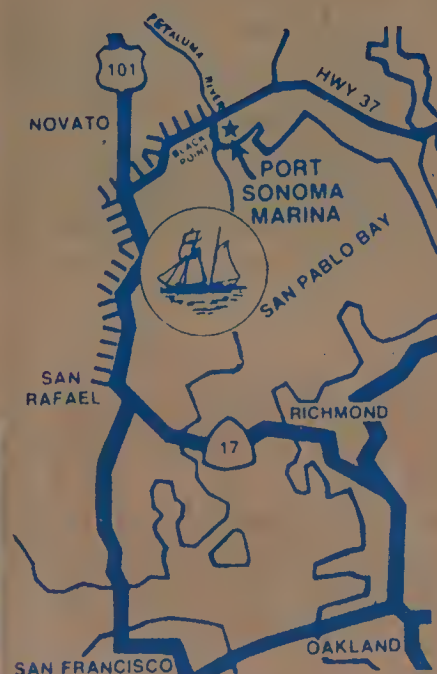
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1000 - \$795/with printer \$1145
2000 - \$1395/with printer \$1745

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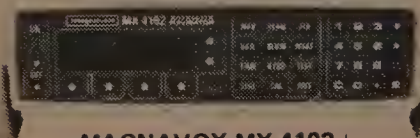


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Icom's IC 735 is still the ideal Ham Transceiver for cruising... while very compact, (3.7"Hx9.5"Wx9"D), the 735 boasts unexcelled sensitivity in its General Coverage Receiver. Features include:

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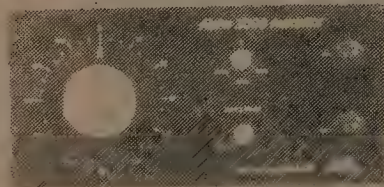
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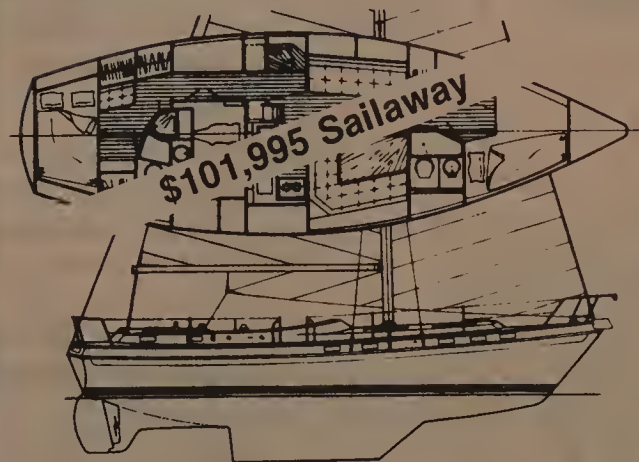
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THE NEW CATALINA 34

Two double cabins, navigation station, large main cabin with large galley aft, high-low table, aft head with shower.

NEW FOR 1987 — AT OUR DOCK "NOW"



1982 CATALINA 30

Pedestal steering — kw, ws, wp, ds, Loran C, dsl, 90% jib, 110% jib, flasher. \$35,500.



1986 NAUTICAT 33

Special interior, furling jib, lots of comfort! \$116,500.



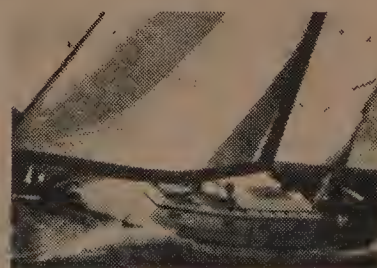
MARIAH 31

Beautiful traditional American-made cruiser. Heavy duty, sail anywhere. Volvo dsl. \$46,500.



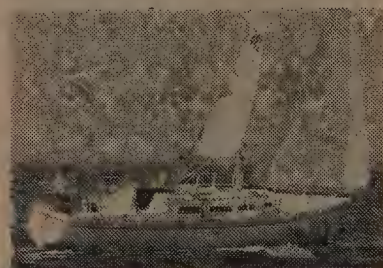
1970 RANGER 26

Custom rigging, North sails, spinnaker gear, '83 Honda 10, very clean. \$13,200.



FUJI 35

Well cared for and clean. \$59,500.



1985 CATALINA 36

Furling, km, ds, dodger, VHF, very clean. \$65,900

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1975 22' Catalina	5,750
1972 23' Ranger	11,500
1981 24' Balboa	12,000
1980 25' Capri	13,900
1980 25' Ericson	15,500
1980 25' Catalina	15,500
1977 25' Catalina	13,800
1984 25' Catalina	15,000
1978 25' Lancer 25	12,500
1976 26' Ranger	13,500
1975 27' Cal 2-27	22,500
1977 27' Catalina	17,500
1971 27' Catalina	11,500
1979 27' Catalina	18,000
1980 27' Catalina	23,000
1978 27' Catalina	15,500
1974 29' Cal 29	24,300
1974 29' Seafarer	12,000
1981 30' Catalina	33,000
1979 30' Catalina	30,750
1976 30' Catalina	27,000
1975 30' Catalina	26,500
1982 30' Catalina	34,000
1976 35' Fuji Ketch	59,000
1982 36' F-3	115,000
1984 38' Catalina	79,500
1979 46' Morgan	150,000

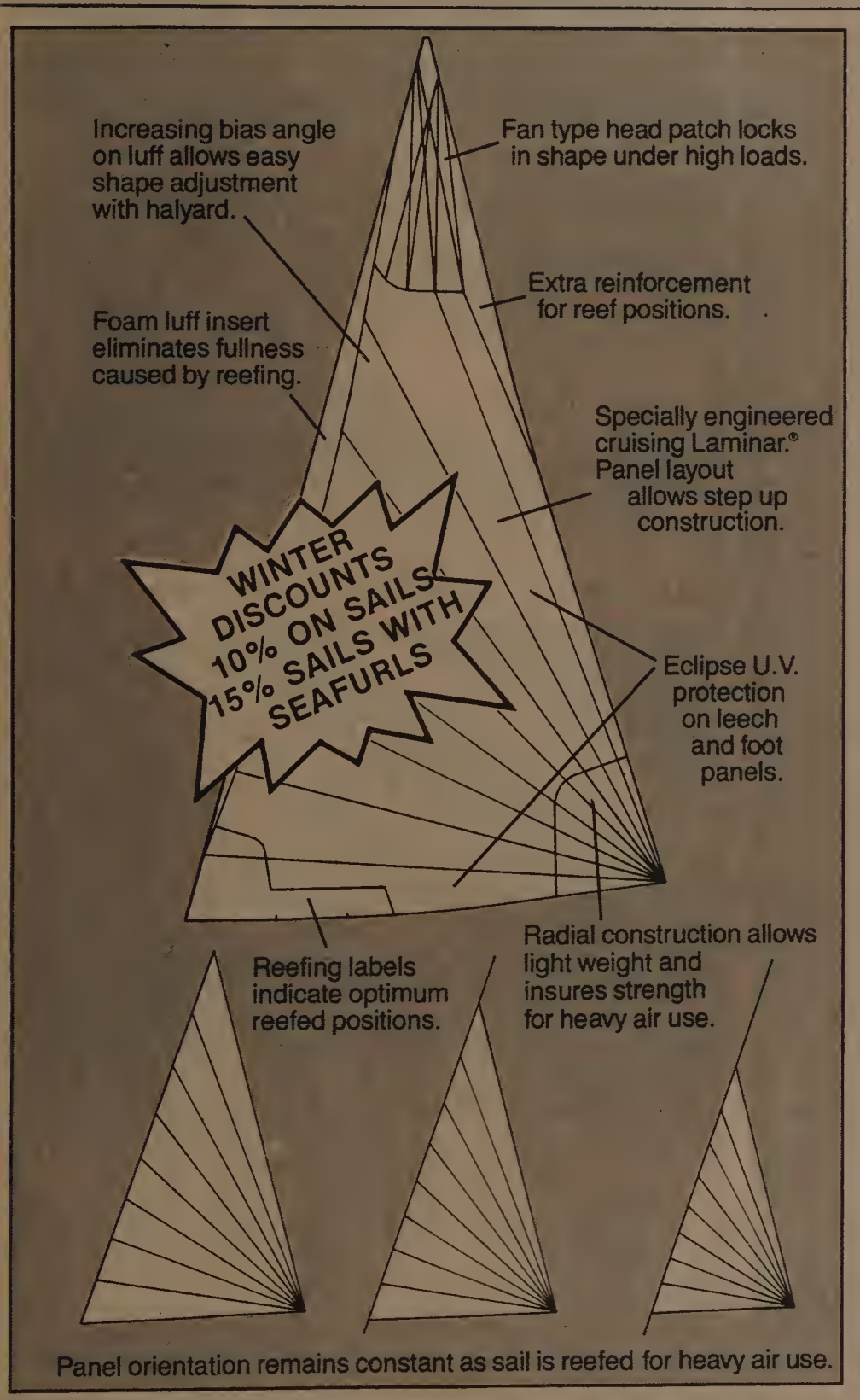
Eagle Yachts San Mateo

1974 21' Clipper	3,900
1968 22' Santana	5,500
1973 22' Catalina	5,900
1978 22' Catalina	5,600
1975 22' C-22 Fixed	6,800
1985 22' Capri	10,400
1978 22' Rhodes	9,200
1969 24' I/B 24	7,800
1963 24' Cheoy Lee	10,000
1967 25' Cal	7,500
1968 25' Coronado	7,200
1965 25' Coronado	7,500
1967 25' Coronado	7,500
1977 25' Catalina	16,900
1977 25' Catalina	14,500
1979 25' US Yachts	13,500
1970 26' Int'l Folkboat	12,500
1976 26' Ranger	14,000
1969 26' Ericson	11,000
1976 27' Buccaneer	22,500
1972 27' Catalina	16,500
1974 27' Catalina	15,500
1975 27' Catalina	17,500
1973 27' Catalina	17,900
1977 27' Catalina	18,800
1984 27' Catalina	27,800
1971 27' Ericson	18,500
1977 27' Cal	26,900
1968 27' Santana	15,700
1967 28' Cal	15,900
1975 29' Ericson	25,950
1974 29' Seafarer	14,500
1982 30' Catalina	34,500
1982 30' Catalina	35,000
1984 30' Catalina	43,000
1973 30' Islander	28,500
1974 30' Cal	25,500
1972 30' Coronado	22,500
1969 30' Ericson	27,500
1982 30' Capri	28,000
1976 31' Mariah	46,500
1971 34' Columbia	30,900
1979 35' Formosa	45,000
1971 35' Finnsailer	39,950
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1983 38' Hood	110,000
Power	
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Our HOOD/Net computer system helps us to design an optimally shaped sail and brings high performance to roller-furling Genoa's. That computer system, using data on your boat and local sailing conditions, will develop a perfect design for you in just a few minutes.

Fabric

The StarCruiser uses HOOD's exclusive Laminar[®] Mylar laminated fabric, HOOD's own dacron fabric or a combination of both depending on your requirements. A StarCruiser made of Laminar will maintain a "tin sail" shape over a wider wind range. You could even use your StarCruiser as a #2 Genoa for racing.

CAD/CAM

In addition to computer aided design your new StarCruiser benefits from HOOD's computer aided manufacturing. The CAD/CAM system cuts complex curved panels with a Laser. Sailshape is built into every edge of every panel; not just into the single shaping seam common with manually built sails. Laminar panels are first fitted with seam tape, then double or step-stitched for super-strong seams.

Hand Finishing

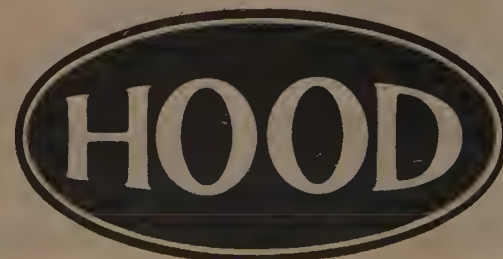
Hand finishing is still a HOOD specialty, so you get a high tech sail from the world's most sophisticated sailmaker, with hand details attended to by careful cruising sailmakers.

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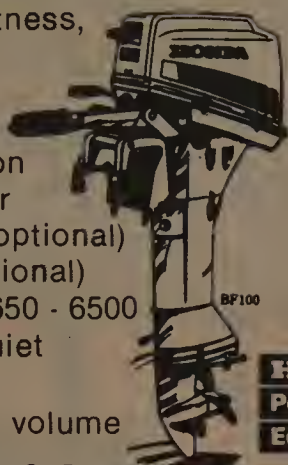
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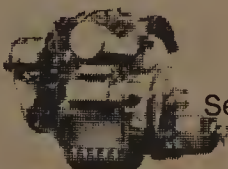


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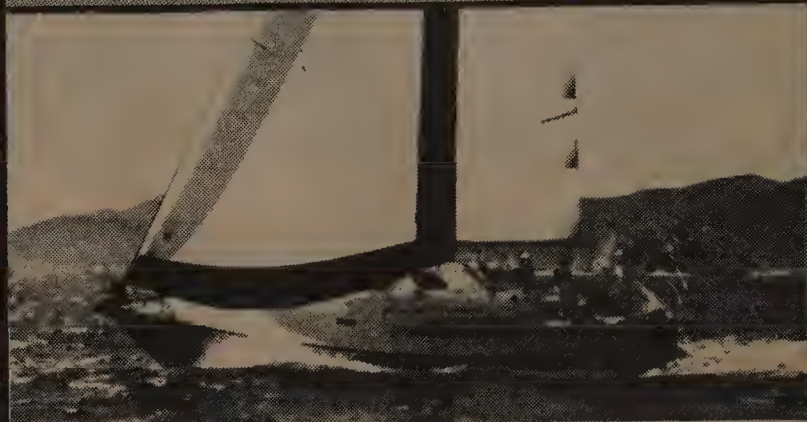
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LETTERS

□ STILL NOT FORTHCOMING

As a faithful reader of *Latitude 38*, I saw an letter in an earlier issue titled: *In Defense of Leland Lewis*. In it I read about someone else who was having trouble getting the revised edition of the *Baja Sea Guide*.

I ordered my copy in December of 1984. After 21 months, including many letters and a complaint to the post office about mail fraud, I still have not gotten my book.

I took the advise of the letter and called Mr. Lewis in Carmel — but to no avail.

I would like you to print this letter. If everyone else who has been patient for 21 months starts calling or writing Mr. Lewis, perhaps we will get the book — or our money back.

Terrie Von Holdt
Redwood City

Terrie — We spoke to Leland earlier this year, at which time he indicated that the book still needed more work (listening between the lines, it sounded like considerably more work). He assured us that if anybody wanted their money back instead of waiting for the book's ultimate publication, he would gladly refund it.

If Mr. Lewis is not honoring this promise, we suppose you have to decide whether or not it's worthwhile to pursue the matter in Small Claims Court or some other fashion. All we can do is wish you the best of luck.

□ FEAR STRIKES OUT

The other day we came back from a nice day of sailing, cleaned up the boat and then sat down in the cockpit to enjoy a glass of wine with a good friend. We were sitting there when lo and behold, over yonder perched atop a newly cleaned and painted powerboat were not one, but two feathered friends defiantly ignoring the fake owl that was supposed to frighten them away.

Had we consumed too many glasses of wine? No, after a careful check, we confirmed that we indeed were seeing what we had thought. We just had to snap the photo below as proof!



Two gulls and rubber friend.

We ask you, does this not qualify for a *Roving Reporter* t-shirt?

P.S. The photo was taken at the Emeryville Municipal Marina in case the owner of the *Grand Banks* is reading this.

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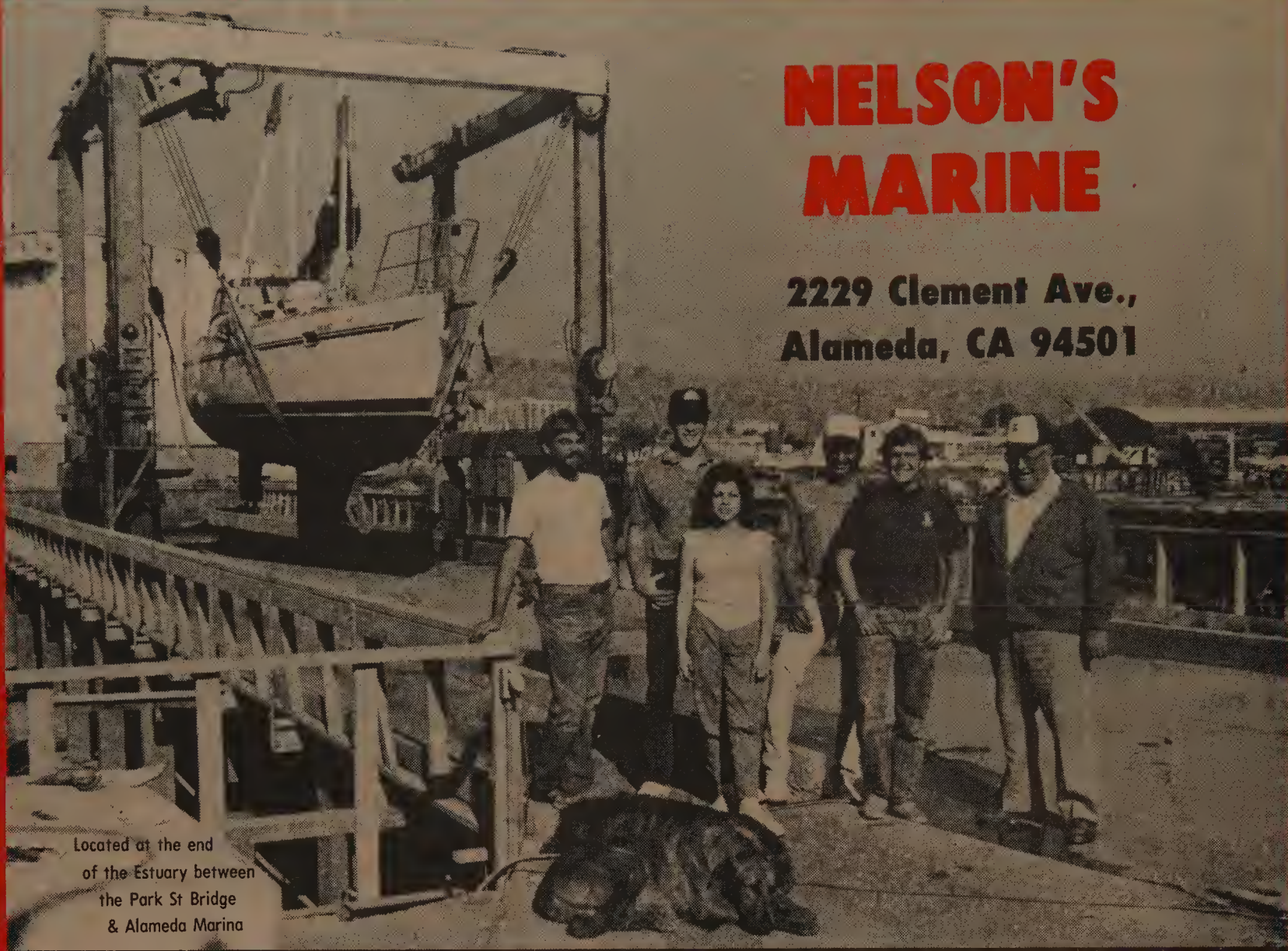
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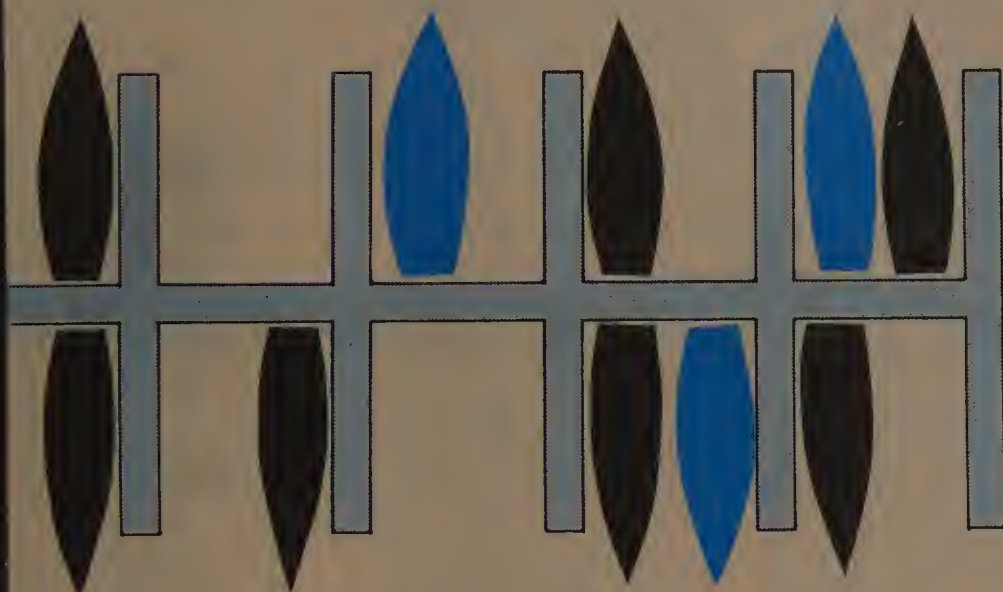


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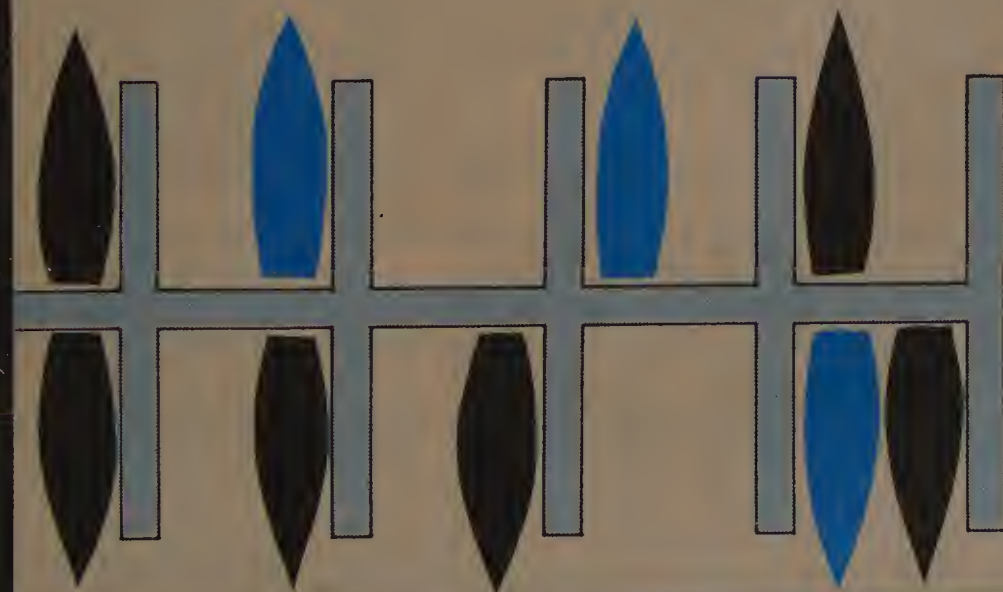
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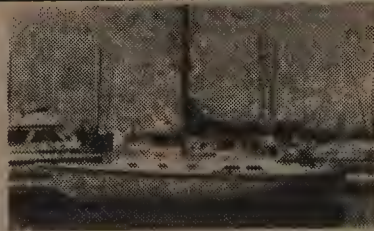
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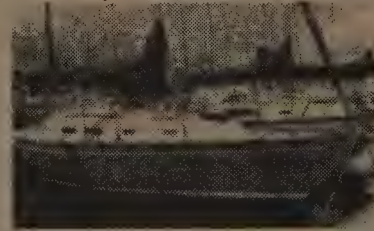
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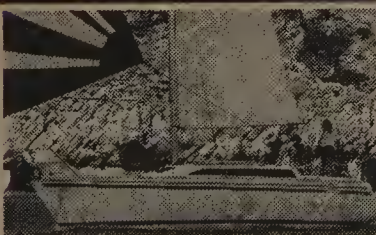
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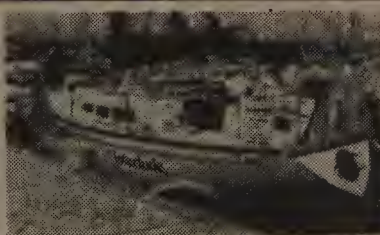
1979 PEARSON 31. Roller furling, plus cruising spinnaker & genoa, Universal diesel, wheel steering, excellent. 2 from \$37,000.



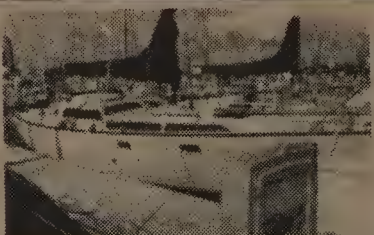
GARDEN Ketch 46. Fully equipped for world cruising, easily handled by two. ~~\$98,000~~. Reduced to \$88,500.



1984 JEANNEAU 32 Sloop. Exceptional performance, (5) sails, whisker pole, inflatable, Loran C, diesel, looks new. \$49,900.



1978 KETTENBURG 32. Finely fitted-out elegant cruiser for those who seek perfection. \$41,900. Reduced to \$39,900.



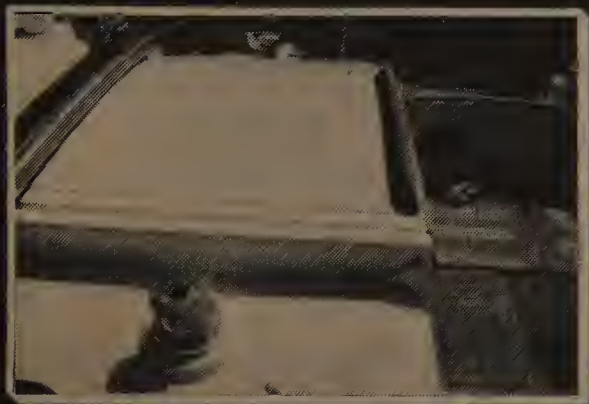
1979 WESTSAIL 39. Robert Perry designed performance cruiser, cheerful roomy liveaboard, many extras. \$79,900.



BANJER 37. Extremely strong Dutch-built steel M/S, (3) watertight compartments, cruise equipped. \$68,500.

UNION 36

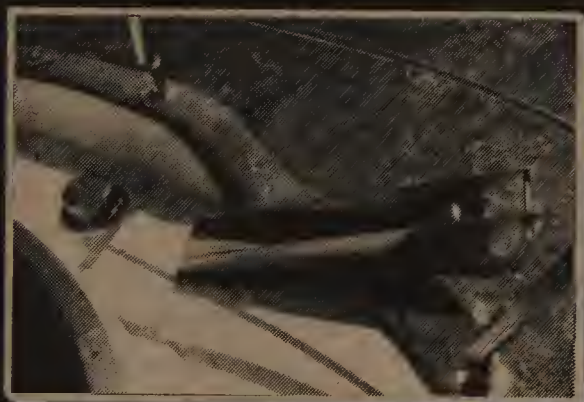
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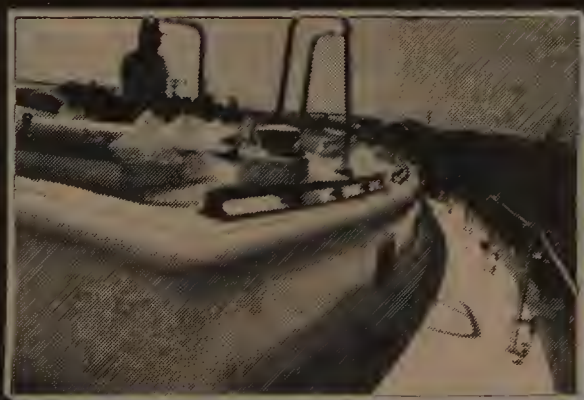


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LETTERS

for Latitude 38 consists of nothing more than sitting in cockpits drinking wine after long days of sailing. Of course you get a Roving Reporter t-shirt.

It's too bad your photo is in color and the colors are a little washed out, because our readers might not be able to fully appreciate what it is; a classic portrait of irony. It gave us a nice laugh.

□ GOOD WORDS

Re your Loose Lips blurb *A Good Read*: Not only is Conrad's *Youth* a good story, most of his others are also.

I have a three volume set of Conrad called the Malay Edition (1929), which includes in one volume, *Youth*, *The End of the Tether* and *The Heart of Darkness*. The latter opens with the line, "Nellie, a cruising yawl, swung to her anchor without a flutter of the sails, and was at rest."

The other two volumes are *The Rover* and *The Rescue*, two of the best sailing yarns there are. Of course, his *Nigger of the Narcissus* is a classic.

I recently found a hardback issue of *The Riddle of the Sands*, which is a much better book than it was a movie. (Editor's note: *Erskine Childers was the author of this fine book*).

Some of my other favorite sailing stories are by none other than James Fenimore Cooper — remember him from school days? He wrote such sea stories as *The Pilot*, *Wing and Wing*, *Red Rover*, *The Water Witch*, and *The Two Admirals*.

Finally, I am currently in the middle of a little two-volume set I found in a used bookstore; it's called *The Cruise of the Midge* by Michael Scott. It was first published in 1836 (my edition is 1894), and not only is it a good story, but it has some fantastic original engravings of the ships written about in the book.

All these and many more are in my library because sometime ago I found that these old boys could really tell a good sea story. Do you have to be over 55 to enjoy them?

John Miller
Starflower
Sunnyvale

John — Thanks for taking the time to let us know about some of your favorites. It seems to us the writing in the days prior to motion pictures and television was of a much higher quality than it is today. And you don't have to be 55 to figure that out.

□ UPGRADING

Please find a \$15 check enclosed to place an ad for my Balboa 26. I've owned her for eight years now and find it very hard to sell her. But the wife and I are upgrading to a 32 to 34-ft sailboat in the near future and find it necessary to sell the old boat.

We're planning a South Pacific cruise in approximately four years and feel now is the time to prepare ourselves with the boat we'll eventually use.

We enjoy *Latitude 38* very much, and after ten years of subscribing to *Sail* and *Cruising World* we switched over to your magazine because of the down-to-earth sail coverage and lack of bullshit.

Mark R. Warnock
Anderson, CA

Mark — Thanks for the Classy Classified — and thanks for the good words.

We want to wish you the best of luck in selling your boat, but if you want no bullshit, there's some good news and some bad news. The bad news is that the market is soft and you probably won't get as much as you hoped for your old boat. But the good news is that

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1987 EDITION

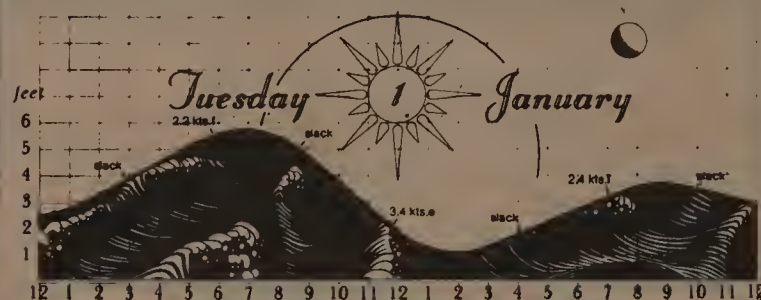
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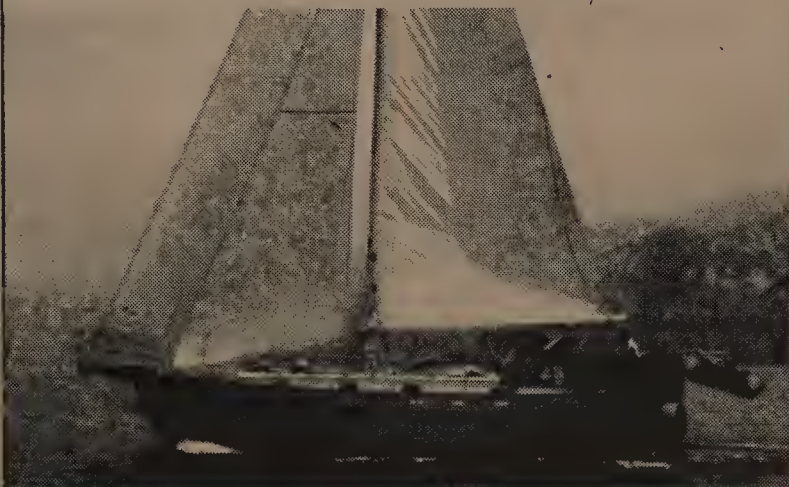
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LETTERS

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❑ CAN'T RENEW WITHOUT COMMENTS

Enclosed is my check for \$45 to cover a two-year renewal of my subscription and a new subscription for my uncle. Although George used to own a 35-ft powerboat in New York state, he assures me that his next boat will be a sailboat. Thus he qualifies for a new subscription to my sailing mag, *Latitude 38*.

You asked about boat heaters. I have had a bulkhead-mounted, thermostatically controlled, overboard vented, catalytic propane heater from Thermal Systems of Washington for five years or so. It's called 'The Cat', and it puts out 6,000 BTU (British Thermal Units) of heat while drawing about .5 amp at 12 volts. Sailing out of Southern California, naturally I don't need it too much, although it's perfect to dry out with after a rain or a wet winter ride.

The Cat is actually a little much for my 30-ft racer/cruiser in the sense that the heat source is too close to you when it's turned on. And, the exhaust fan is a bit noisy if you're not a heavy sleeper. Furthermore, about once a year I have to clean the thermostat contacts with #600 sandpaper so it will operate correctly. It sort of sounds like I don't like it, but I'm very happy with it. It has great safety features, too.

I enjoyed your article on collision avoidance. I have one of the Combi Watchman radar detectors and agree that it's nice to have when the fog closes in or when sailing shorthanded at night. It is a bit of a hassle when it goes off below, because you then have to secure the tiller, take the detector off its mount, and scan the horizon. But since the choice is between you and them — 'them' usually being ships or large powerboats — who do you trust more? It's like not giving up without a fight.

I don't know if you heard, but primarily for economic reasons, the County of Orange chose to replace the county harbor patrols (Newport Beach and Dana Point) with private security patrols. Most of the yacht clubs and others were opposed. Then on October 8, it appears that the plan was rescinded or modified.

I hate to renew my subscription without a few comments, so that's my excuse for the above.

P.S. It's really interesting that the percentages and requirements for liveaboards in Northern California are almost identical to those we must adhere to at my county-owned marina.

Mike Sands
Dana Point

Mike — Thanks for your letter. We enjoy your comments whether you're renewing a subscription or not.

As for harbor security, all we know is that Sausalito could use some, be it private, public or socialist; some yellow dog stole our anchor!

With many of the state Supreme Court justices coming up for approval in November, there's been a lot of talk about the death penalty. We don't know about you folks, but we personally believe the death penalty should be enforced in the cases of vicious crime — such as the theft of boat gear.

❑ WHAT'S THE FREQUENCY, KENNETH?

A couple of comments on the ongoing arguments over ham tests — just to keep the heat down and to let reason prevail.

I am a licensed ham radio operator for many decades, having gotten my first license at age 16 in Germany. I also spent a year-and-a-half cruising to Mexico and Tahiti, in addition to a decade of West

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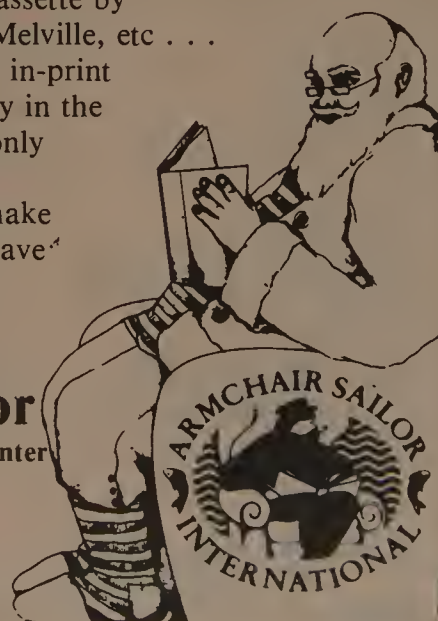
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LETTERS

Coast cruising. Some of my best cruising friends are "not quite legal" operators, yet I do not necessarily condemn them. On the other hand, I fully understand Sandy Baker's N7FGM position. He speaks, I believe, for most hams.

I am still fluent in Morse Code and with a little brush up could pass the 13 wpm test. I never work Code, but I keep my proficiency by occasional listening (2m repeater identifiers, etc.) and mentally "sending" whenever I feel like it. I enjoy keeping my proficiency in as many acquired skills as possible.

I also agree with *Latitude 38's* position about the written test. I am an electronics engineer with a strong background in communications and rf electronics and many professional credits in addition to numerous contributions to the technical side of amateur radio. Yet I just recently bought one of the "how to pass" booklets in order to upgrade to "advanced". I am one of the operators who lost full privileges with the invention of "incentive licensing" by the ARRL. For a long time my pride prevented me from even considering such a move.

Cynics say that incentive licensing — which at that time was a uniquely U.S. move — was prompted by the lobby of equipment makers who wanted more customers by providing easier licenses. Well, it worked. Communications equipment has become plentiful and cheap, and now illegal operators abound. When I stopped at a little fishing village way offshore Baja, they had 2 m "ham" transceivers to communicate with, but no running water.

Getting back to the main issue: The cruiser needs ham radio as the only inexpensive way to communicate, yet the "radio nerd", using your not-totally-incorrect-description, feels the ham frequencies should belong only to those who have made a significant sacrifice by learning code. These two sides cannot easily be reconciled.

The "underlicensing" situation created by the "XE 2's" (FO licenses can be gotten the same way in Tahiti), is not solved by those amateurs forming their own net. Who is going to run their stateside phone patches?

As a matter of fact, cruisers can form their own net legally without any ham license by using the authorized ship to ship SSB frequencies available on most "full coverage", "cheap" ham transceivers. Your call sign is the same as your VHF call sign. You first need to cut the little wire loop so thoughtfully provided by the manufacturer for this purpose. I would guess that we had about half of our nets on these frequencies in the South Pacific, as it allowed all cruisers to participate legally.

Another suggestion is the petition route of the FCC (which also got us the incentive mess). Anybody can petition the FCC for new frequencies and services by establishing needs and practicality. I think only about 100 khz total of frequencies spread throughout the 4-20 Mhz range would suffice for all (non-commercial) maritime use. Fortunately, the shortwave frequencies are getting more and more depopulated since most commercial services are switching over to more reliable satellite links. The amateur radio service is continually picking up new spectrum without using it efficiently.

Such service should include licensing provisions for non-commercial shoreside stations, which could then run personal messages and phone patches. However, just like ham operators now, these shoreside operators would be investing their own time and money into their station, which would far exceed the cruiser's investment. I am sure they would also insist — just like most shoreside hams now — on having a say on what goes on on "their" authorized frequencies.

I don't believe the cruiser has an automatic right to use the privately funded (billions?) and volunteer operated ham radio resource without abiding by its rules and passing the standards of admission.

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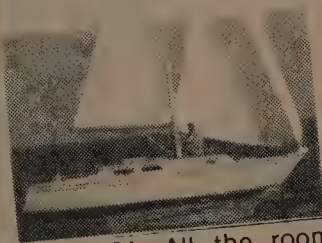


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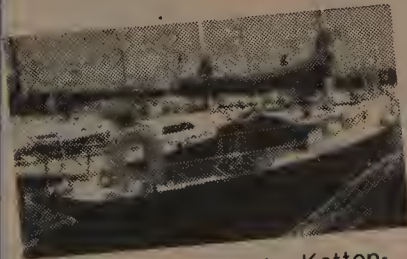
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26' ERICSON	1967	9,500
26' PEARSON		
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33' WINDWARD, wd	1957	7,500
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26' COLUMBIA	1969	10,900
26' PEARSON	1971	11,000
26' RANGER	1975	13,500
27' CATALINA	1976	11,500
27' ERICSON	1971	11,500
28' COLUMBIA	1971	19,000
28' O'DAY	1969	15,000
30' CHEOY LEE	1979	17,000
	1962	14,900

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34' SEA BIRD gaff

UNDER \$30,000

25' CAL 2-25 sold	1979	21,000
26' S2 7.9, trlr	1982	21,500
27' CAL 2-27	1974	22,900
27' CAL 2-27	1975	25,900
27' ERICSON	1980	22,500
27' ERICSON	1973	25,000
27' ERICSON	1973	20,000
27' O'DAY	1975	20,500
27' TARTAN	1976	26,000
28' PEARSON	1979	26,900
28' SAN JUAN	1970	21,950
29' CAL	1969	27,500
30' ERICSON	1975	23,500
30' PEARSON	1968	22,000
30' CAL 2-30	1970	25,500
32' ERICSON		

UNDER \$40,000

28' LANCER	1979	33,000
30' BAHAMA	1981	38,990
30' WYLIE cstm, wd		30,000
30' CAL 3-30	1974	31,500
31' CAL	1973	38,500
32' ERICSON	1974	32,000
32' COLUMBIA	1977	38,900
33' CAL	1973	35,950
34' DASH	1982	37,500
40' COLUMBIA sold	1964	Offers

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31' CAL	1979	42,500
33' NORTHWEST sold	1979	45,000
34' CAL	1979	47,500
36' ISLANDER	1971	42,500

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30' FISHER	1976	54,500
34' HANS CHRISTIAN	1977	68,000

UNDER \$75,000

34' O'DAY	1981	59,950
34' WYLIE	1980	55,000
36' PEARSON	1977	65,500
37' FLYING		
38' DUTCHMAN	1979	69,000
38' DOWNEAST	1978	67,500
39' ERICSON	1971	55,000
41' RHODES	1960	52,000
41' TARTAN	1975	69,500
45' FAR EAST	1970	72,000

UNDER \$100,000

33' ERICSON	1980	87,500
38' FARR	1983	88,200
38' FARR	1980	88,000
38' MORGAN	1978	87,500
40' HINCKLEY	1963	95,000
43' SCHOONER	1979	95,000
44' PETERSON	1977	99,000
46' GARDEN cstm	1970	98,500

UNDER \$150,000

42' IRWIN	1975	120,000
42' COOPER	1981	127,500
44' PETERSON	1977	117,500
47' GARDEN		
VAGABOND	1973	139,500
50' GULFSTAR		120,000
52' COLUMBIA	1972	125,000
60' CLASSIC, wd	1911	150,000

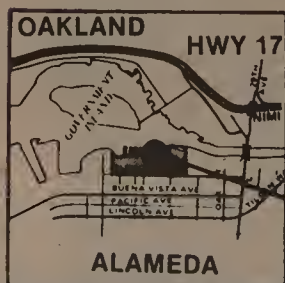
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50' CHALLENGER	1973	220,000
50' GULFSTAR	1979	175,000
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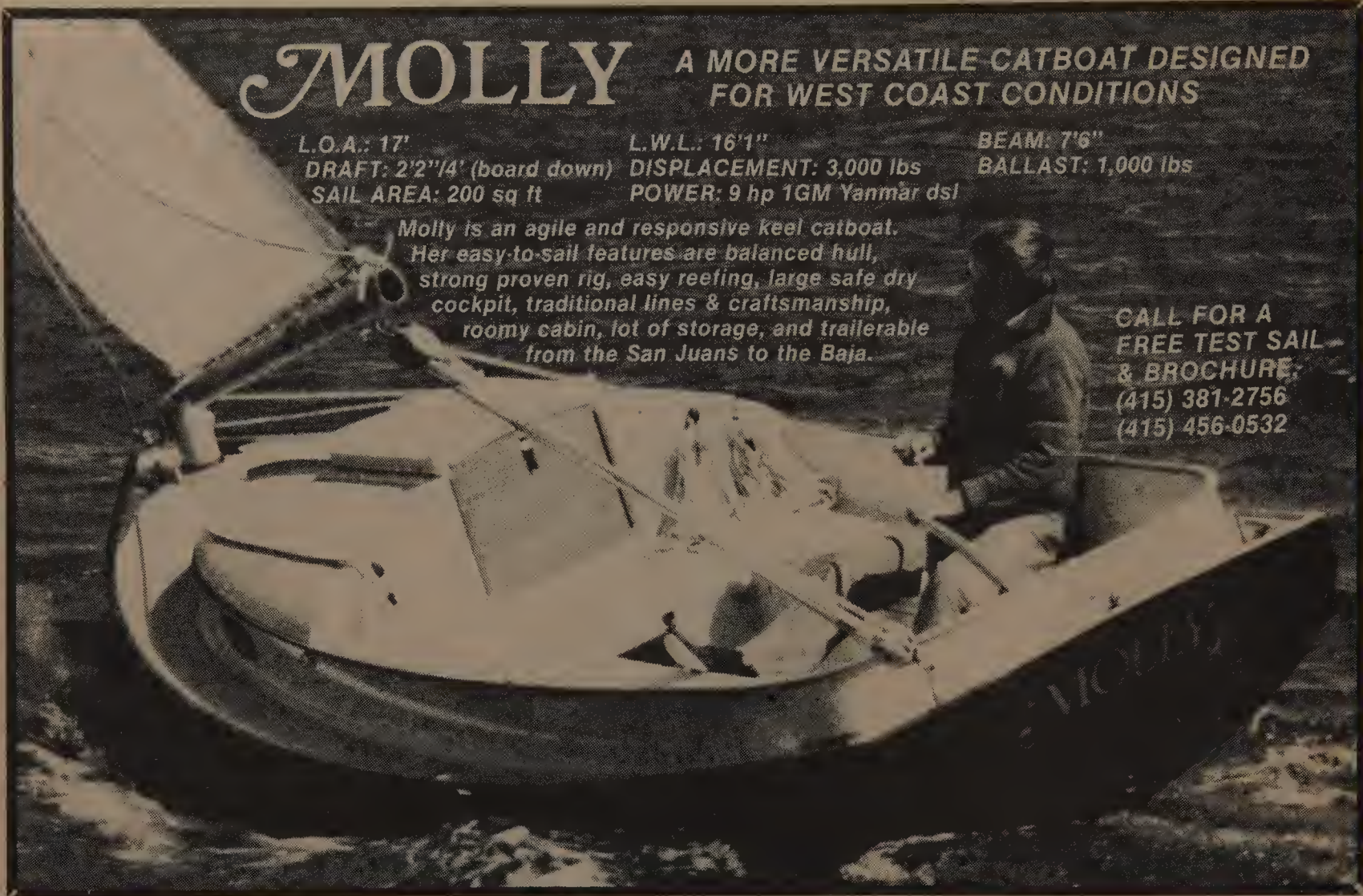
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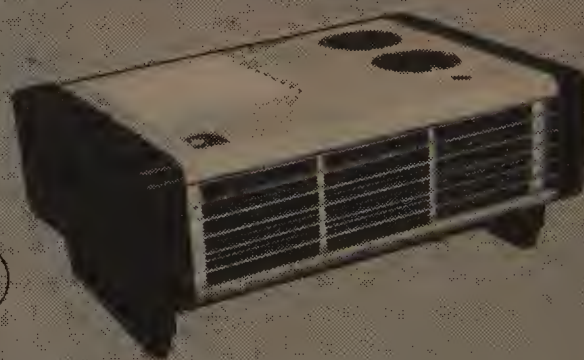
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LETTERS

The cruiser already has the frequencies to communicate worldwide, what he wants is access to the sea/land communications port so efficiently provided free of charge by hams.

Personally, I would like to keep the code as part of any improved — and not necessarily more difficult — test for shortwave privileges on the ham bands. But the current technical questions are irrelevant and should be scrapped for testing communications operating capability in depth — something currently not tested for. If nothing else, code proficiency provides the ability to send or recognize a transmission created by elementary means. Even Boy Scouts used to learn it. I have raised many a ham in a South Pacific anchorage with my boat horn in order for him to get on the radio.

Peter Laakmann, WB6IOM
Dominant

Peter — We find your reasoning very compelling, and we go along with all you say — until you argue in favor of retaining the code test.

How can you argue for it when you — who have been participating in amateur radio since you were 16 years of age — “never work code”? When you could only pass the 13 wpm test “with a little brush up”?

If you haven't found a need for code in 20 or 30 years — except for tooting your horn to get a friend's attention across an anchorage in the South Pacific — we don't think there is a legitimate need for the average operator. And if there's no need, why test for it? Unless, of course, there's a low grade conspiracy being perpetrated by current license holders to make life unnecessarily difficult for those who wish to have the same privileges.

As much as we want to believe the code and theory tests are meaningful and useful, it's beyond our mental capability. As far as we're concerned, you hit the nail right on the head when you suggested there really ought to be an operating test. That's indeed what there ought to be.

But what really intrigues us about your letter are the SSB 'nets'. Are these nets ongoing as on the ham frequencies or just between a few boats? If they're ongoing, does anybody have a list of them? And are such SSB nets illegal in any way? We'd love to hear more about it.

□ STINK OVER THE 'HAM STINK'

I read last month's Sighting piece, *Ham Stink*. It included a few carefully selected facts and some fiction. Its only virtue was its lack of an intelligible conclusion.

Some of the omitted facts: Ham radio is legally titled Amateur Radio. The FCC allocates certain frequencies to amateur radio for the ideals of amateur radio operation. The frequencies are set aside to facilitate a reservoir of capable people in order to maintain communications in times of emergency.

Hams have contributed their own resources without compensation repeatedly during emergencies. In fact they cannot accept compensation. Some instances when hams have contributed their time and expertise: two summers ago during the forest fire near Los Gatos; a few winters ago when Alviso flooded; during any number of floods internationally; during earthquakes (remember, we live near a fault); after volcanic eruptions such as when 25,000 lives were lost in Columbia; and many others. I have one friend who reached out while having a heart attack.

Fact: Learning Code doesn't take months. As in anything worthwhile, it does require effort. Four weeks of one hour per night should be enough to pass the Novice test. The examination is given by many amateur radio clubs, and they don't even charge. Subsequent exams do cost around \$4.25.

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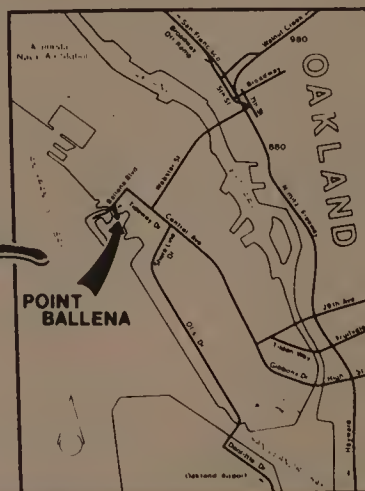
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LETTERS

The most patient people in the world are Hams in contact with Novice operators. This I know from personal experience as a Novice. You may find it necessary to make contact using Code (which will make someone feel really super), then switch to voice frequency. I have made many club contacts this way and they often have phone patches. This also helps me maintain my code skill.

With a little bit more effort and very little study for a written exam, you can get a Technician class license, which lets you yak your brains out on the 2 meter band. There are a lot of repeaters that make it possible to reach around the world.

For those cruisers who do not wish to do their homework and get a General Class license, the government of Mexico graciously grants those privileges.

Yes, I am a Ham. And I very proudly say, "How may I help you?" Isn't it a shame that other special interest groups can't say the same?

Eddie Alexander
Magellan
KI6KH

Eddie — Fact: You're missing the point. It's legally called Amateur Radio, the FCC grants frequencies, Hams have always contributed fantastically in times of emergency, you can get voice privileges after a couple of months of dedicated study — we grant you all that. But what's any of that have to do with whether or not the tests for the various class licenses are good, bad or completely irrelevant? Our feeling is that the current Ham tests are nothing more than a form of hazing, and regrettably your letter has done nothing to dissuade our belief.

☐ USUALLY AGREE, HOWEVER . . .

As ham operators, we just want to tell you that you did an excellent job answering Paul Mullin's KE6QQ letter regarding Downwind Marine's 'Ham radio message service'. We think Paul was just spouting off and perhaps just wanted to score a few points with the FCC.

As you suggested in your answer, Paul seems to have misread the ad or assumed evil intent. In the past and while building a boat in the Philippines, we did phone patches for dozens of people who were in need of our help. Many times these were yachties in the far west Pacific Ocean or the Indian Ocean, who needed to be hooked up directly with wives, mothers and relatives back in the States. These folks very much appreciated our running phone patches directly to Balboa Marine in San Diego and Newport Beach, and sometimes with east coast firms, families and friends.

But while we agree with your answer to Paul, we disagree with your statement on being able to pass a Code and radio theory test. If tested, we could pass.

We also disagree with you on beards. We shave seven days a week and one very good reason is that so nobody will call us 'weirdo beard'. We fully agree with the new Coast Guard Admiral's thoughts on not having 'weirdo beards' representing the United States Coast Guard.

Kenneth Mahoney
K60PG
San Francisco

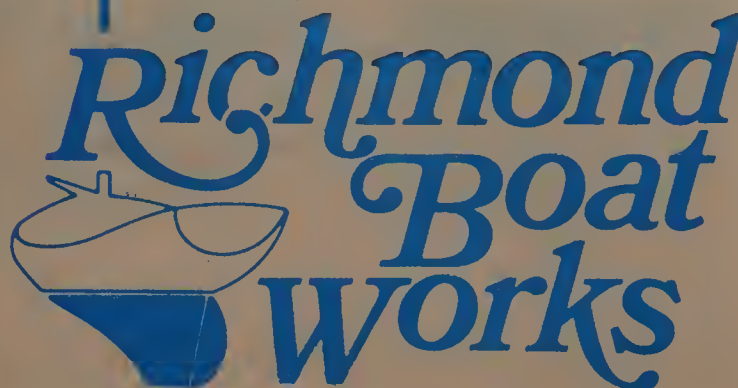
Kenneth — We personally don't shave seven days a week — but with good reason. One of these days some woman is going to mistake us for Don Johnson, throw us behind a parked car and carnally assault us. Won't that be great fun!

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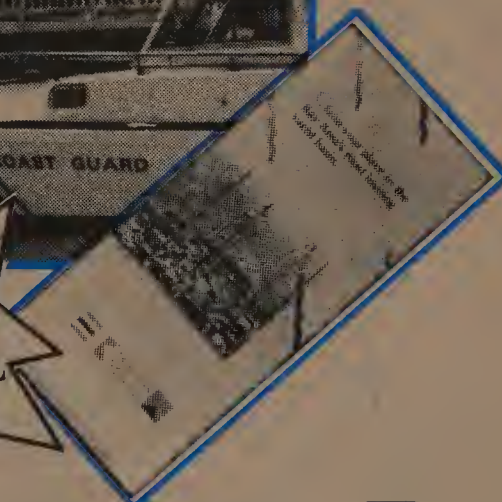
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LETTERS

I bristle at the beard nonsense of K.M. Irvine, October 1986.

Having had a full beard and worked and dived in masks for 23 years, I calm down when I think how often those not allowed to do something develop a loathing for those who do it. It's odd how something can mean so much more than it really is.

One must also wonder if Mr. Irvine is a real fun guy in all other matters as well. Military types usually say "clean shaven" and "wear a beard". Shaven isn't necessarily clean (on an icebreaker at the North Pole?) plus I don't "wear" a beard; I have one. Girls, sissies and slaves cannot have one.

My partner, a veteran and a war protestor, was asked by a large angry local woman when he was going to "shave off that dirty beard?" He replied, "Madam, this beard, washed today, is the product of hormones and a male secondary sexual characteristic. I'll shave off my beard when you shave off your tits."

In my own case I told my grandmother I would shave off my beard when Richard Nixon grew one.

Finally, doesn't everyone know there's a universal look to those who carry guns and kick in doors? I knew the Coasties were going to get nasty when they got the order to shave. Please continue to expose pomposity and puncture its balloon.

Michael Burkhardt
San Diego

□ IN NEED OF A FIX

The wind blows in Kansas like you've never seen. And it's all wasted! So you should go to Kansas!?!

I'm here for a spell, away from *Amity* in Seattle and in need of a fix. Enclosed is \$15 for a subscription.

J.L. Beebe
Wichita, KS

J.L. — Perhaps the folks in Kansas ought to work with the folks in Colorado who are collecting signatures for a proposition to fund a Rocky Mountain Ocean.

□ TAKING CARE OF BUSINESS

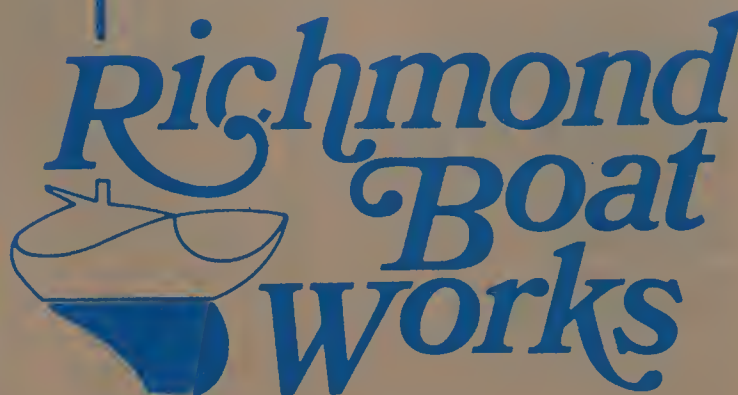
I am responding to the letter written by Helena Sigman in *Latitude* 38 [Vol. 110, August 1986]. She asked for ideas from other cruisers on how to cope with the problems of left-behind business when one chooses to leave it all behind and go cruising.

We have been traveling as a family off and on since 1975, and a couple of years ago cruised with our three teenagers for two years, crossing the Pacific from Vancouver, Canada, to New Zealand. This is how we coped with the business:

We rented a post office box in our home town and gave the number to every friend and business with whom we still chose to deal. Next, we rented a friendly accountant for a relatively small sum, gave him authority over all business mail, and the keys to the box. We logged a sum of money in a bank account held jointly with him, and instructed him to pay all bills such as insurance, credit cards, taxes, business license, etc. Whenever we get to a port of call at which we intend to stay for any length of time, we send him a postcard and he forwards all private mail to us in one large envelope. You can arrange to include any business mail that needs your attention.

Concerning medical insurance. We have tried all the systems since we started traveling with the kids, from top-of-the-line Lloyds, all-cover travel insurance, to nothing at all. Since we started cruising we have gone with the latter, after deciding all the rest were not worth the trouble. Claims were nearly always queried, and complicated correspondence is what you are trying to get away from.

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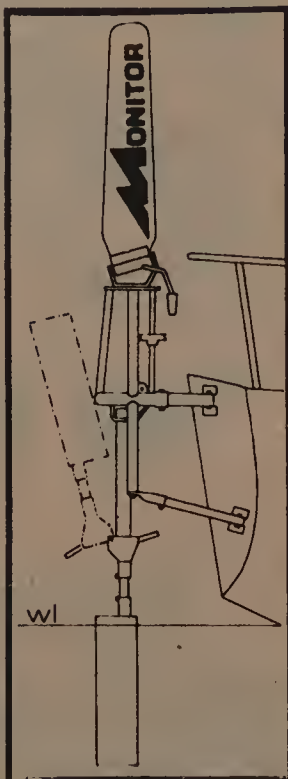
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2	I	Peter Clutterbuck	Monitor
3	I	Hank Dekker	Monitor
5	II	Jim Fair	Navik & AT-50
1	Multi	Ian Johnston	AT-50
3	II	Jerry Huffman	Monitor
1	I	Dan Newland	Navik
7	II	Linda Newland	Monitor
4	I	Ken Roper	AT-50
4	II	Mark Rudiger	Navik & AT-50

BOC 1986 SINGLEHANDED AROUND THE WORLD

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LETTERS

Even while in North America we chose to pay cash for any medical help we needed, and really, being free from the worry of payments and making claims, it was worth the expense. Okay, so one of the kids had an enema that eventually cost \$120 (after all the tests they decided to run to establish severe constipation). But to balance that there was the sailor dentist who did check-ups, X-rays and fluoride treatments for the whole family for about \$20 each. I had an abscessed tooth in Tahiti and had a root canal done for about \$100 US. Not excessive for 2½ years.

I am quite happy to give your reader any more details if she would like to have them. We are at present at 16 Willcott Street, Mt. Albert, Auckland 3, New Zealand.

Irene Slater
Auckland

□ SUCCESSFUL SUIT?

I recently read somewhere where a California boatyard was successfully sued for requiring that boats hauled in the yard use bottom paint sold by the yard. Can you confirm this or give more details? Many people here — including the local boatyard — would like to know.

As for bluewater cruisers, is there any reasonable and reliable way to let submarines know where otherwise quiet sailboats are on the surface?

For those of you passing through Oregon, I suggest you stop at Yaquina Bay (Newport, Oregon), home of South Beach Marina. The bar entrance is as good as it gets in the Northwest; South Beach is modern and reasonably priced; and, Riverbed Moorage — farther upriver — will haul you at a reasonable rate.

A. Dalton
South Beach, Oregon

A. — We're sorry, but we haven't heard anything about a "you've got to buy your paint here" boatyard suit. Maybe one of our readers knows something about it. In California many boatyards let you buy paint wherever you want but then charge extra to haul you.

We're unaware of a submarine ever surfacing on a sailboat — or any other vessel. Which is not to say it hasn't happened. In fact, when the Northern California based Spirit inexplicably rolled and sank on the way home from Hawaii about ten years ago, one of the best theories was that it had been rammed by a surfacing submarine.

As for reliable ways to let submarines know you're on the surface, destroyers have always used depth-charges with great success. If that's not practical for your boat, heavy metal rock at maximum volume is a mind-numbing alternative.

□ WORTHWHILE ENTERTAINMENT

Please renew my subscription, I really appreciate the valuable information gained from the magazine.

I noticed the article about my friend John Neal and Barbara in the September issue. I've just been told by his previous business associate in Friday Harbor, Lea, that John did in fact encounter a hurricane with winds up to 80 knots. Fortunately, the boat and crew survived with no apparent damage. How relieved we were to learn they were okay. Right now they should be somewhere in the Galapagos Islands.

I have a sistership to John's boat and plan to start the Milk Run to the South Pacific next spring. But I hope to avoid the exhilarating experience of sailing through a hurricane.

Anyway, we're all glad to hear that John and Barbara are alright.

Eugene A. Rimkeit
Lake Oswego, Oregon

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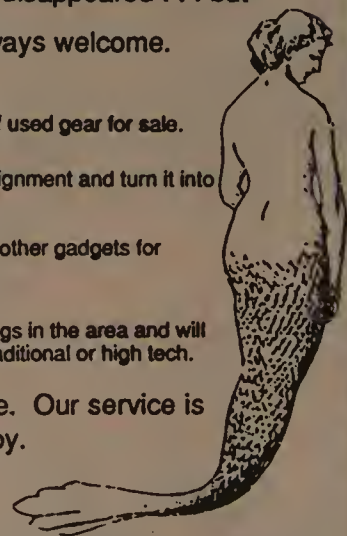
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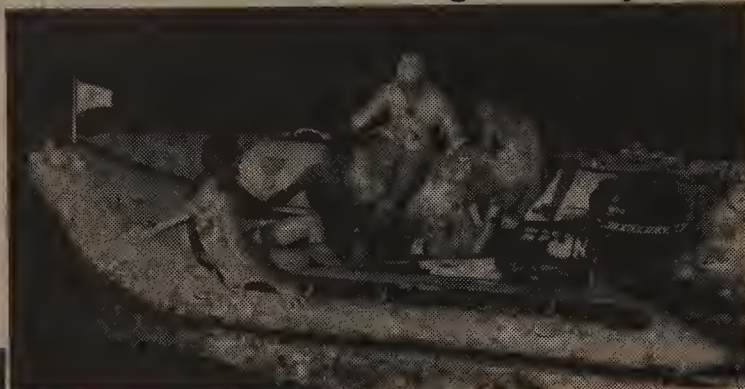
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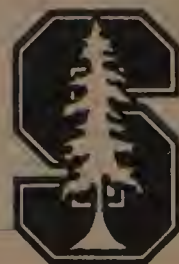
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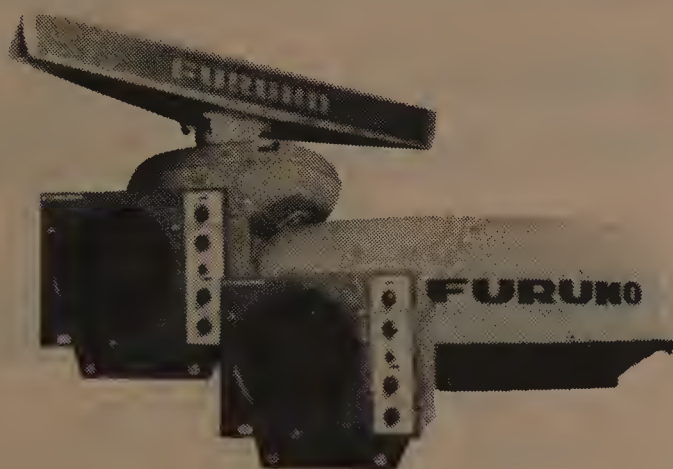


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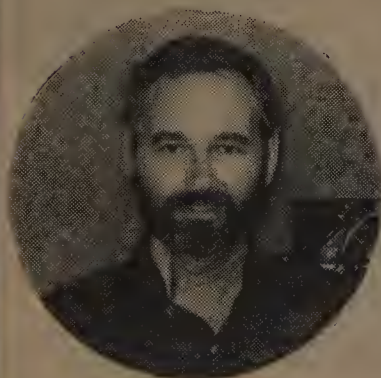
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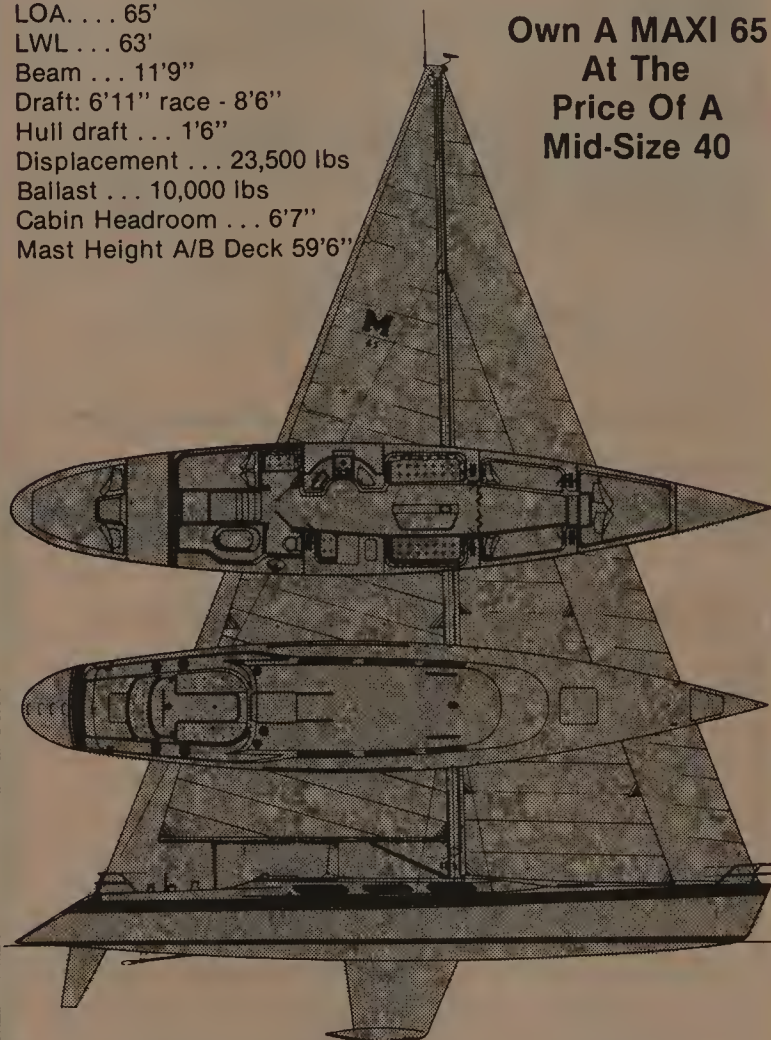
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LETTERS

Eugene — For the most part, avoiding hurricanes is a simple thing to do. Unless, as John insisted on doing, you sail right down one of the two main hurricane tracks in the middle of hurricane season.

For those readers who think that hurricanes aren't that dangerous, there's a little test you can try. Drive down the freeway at 100 miles per hour — that's close to 80 knots, which is only a weak hurricane — and stick your head out the window. Then imagine your entire body having to fight this force on the pitching deck of a small boat in the middle of the night with an important job needing attention at the bow.

We, too, are delighted that John and Barbara came out the other side alright. However, we'd have been far more delighted had they not tempted fate in the first place.

□ DERTH OF BERTH DEPTH

I wish to pass the following information on in reference to your article about Point San Pablo.

Point San Pablo yacht harbor certainly would seem to be a super, homey spot and your information about 6½ feet depth may be accurate insofar as the approaches are concerned. However, there is insufficient water at all the berths for boats drawing more than 3-3½ feet.

At low water, 0.0 on the charts, the depth is 3-3½ feet. I know because Thursday, September 10, we tied up and sounded the depth with a lead line. In subsequent discussion with one of the marina's tenants he confirmed our findings. Because we draw 5½ feet, we immediately departed the berth and sought anchorage elsewhere.

Anne Schmitt
Canadian yacht Ichiban

□ AND IT'S NOT CROWDED!

Nameless' letter in the September issue and your unscheduled visit this summer to Middle Ground reminded me it was high time to write you a letter.

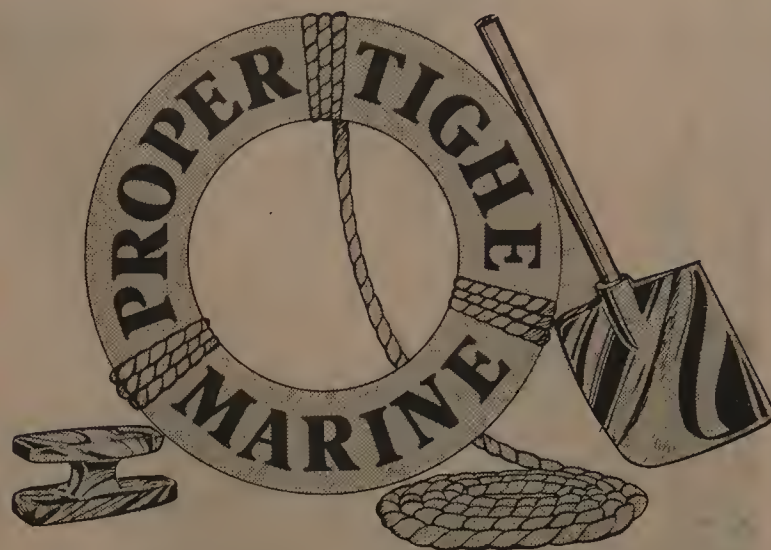
Nameless' suggestions are sound ones. Suisun Bay has a well-deserved reputation for stranding the unwary in its shallows and bars and few sailors indeed would consider Middle Ground or Suisun Bay as a destination. Yet for the adventurous or time cramped Bay sailor, it's another place to "go explorin".

The northeast end of Middle Ground has plenty of water and a great sandy beach. Low tide is the best time to arrive. Dropping a hook from the stern as you come in, head right for the beach until your keel touches soft mud. Then jump off the bow (about chest high deep on my 25-footer with 6-foot draft) or dinghy the lunch hook ashore and plant it high on the beach. Take the BBQ ashore and let the kids splash, swim, and play on the bar. There's little current on this side and the water is warm. You can walk way out on the two bars to the west (best not to cross between them though) and we've surprised more than a few Delta-bound sailors, waving them on from ankle deep water. Tennis should be worn because the mussels like the warm shallow water and "hurt the feet".

The water on the South side of the bar is treacherous at all times.
Don't swim there!

When the beach disappears, it's time to head over to Snag Island and snug down for the night. Sail toward Dutton Landing, which marks the entrance to a deep channel. Enter the channel and look for the large tree on the west side. Come alongside the pilings and tie up bow and stern. The prevailing west northwest wind will keep you topsides of the pilings at night, but fenders and spring lines help when an occasional cruiser or runabout comes through. If you decide to anchor out, bring plenty of rode, it's not as sheltered and your chart

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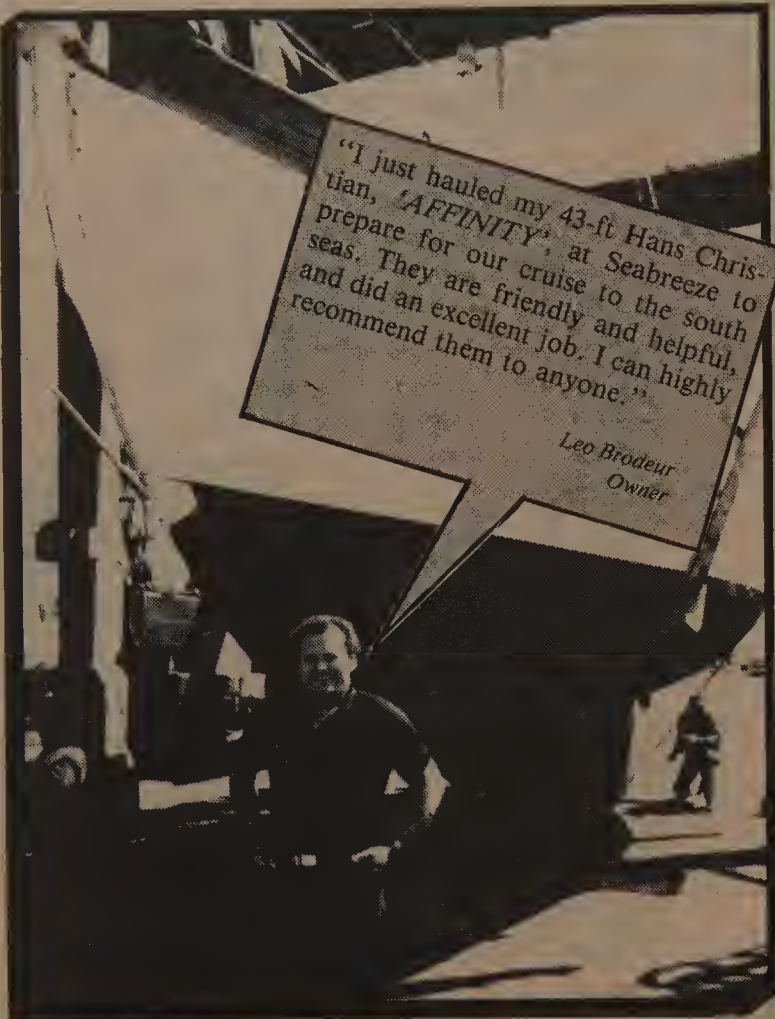
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LETTERS

says it's deep!

There are other worthwhile destinations in the Suisun Bay, but this primer will remove most of the uneasy feelings so next time you transit Suisun Bay, it will be with added confidence and fonder memories rather than Putt Buckering fear!

"In Memory of my brother Dave, Middle Ground Jogger and Suisun Explorer who embarked from here to parts uncharted September 25, 1985."

Randy Black
Monsoosie
West Pittsburg

Randy — We presume the swimming is most enjoyable during the warmer months.

Thanks for the info. We hope you'll accept the Rovin' Reporter t-shirt we've sent to you.

□FITTING OUT IN HONG KONG

We are desperate for information. On December 14, we will be flying to Taiwan to pick up our new sailboat. Because of the lack of facilities in Taiwan, we plan to sail for Hong Kong as soon as possible and complete the bulk of our provisioning there.

Our major problem has been obtaining recent, detailed information about the procedure for reserving a visitor's slip in a safe, pleasure craft marina in Hong Kong. Having visited the island a few years ago, we know such marinas exist but we have been unable to locate an address or contact to make the appropriate arrangements.

We would also like to know if there are any reliable marine electronics/equipment outlets in Hong Kong. Although we will be bringing the essential equipment with us to Taiwan, we would like to pick



Hong Kong harbor.

up some of the non-essentials in Hong Kong, or arrange to have the items shipped to an outlet there. Naturally that means we need information on skilled labor in Hong Kong for installation. It is also possible that we will discover some repairs or modifications we would like made during our shakedown sail from Taiwan, so we need the name of some good boatyards in Hong Kong as well.

This type of specific information is very difficult to come by. If you or any of your readers can be of help, we would greatly appreciate hearing from you.

Kelly C. Degnan
Sunnyvale
(805) 963-2268 (message)

Kelly — You shouldn't have any trouble finding American-style marina space in the Hong Kong vicinity. According to Brian



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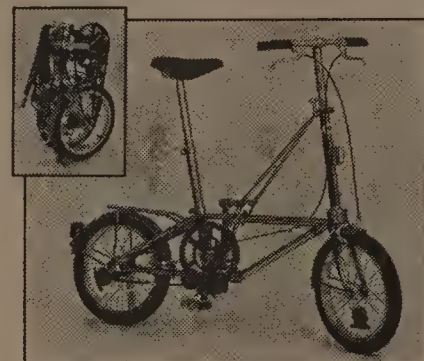
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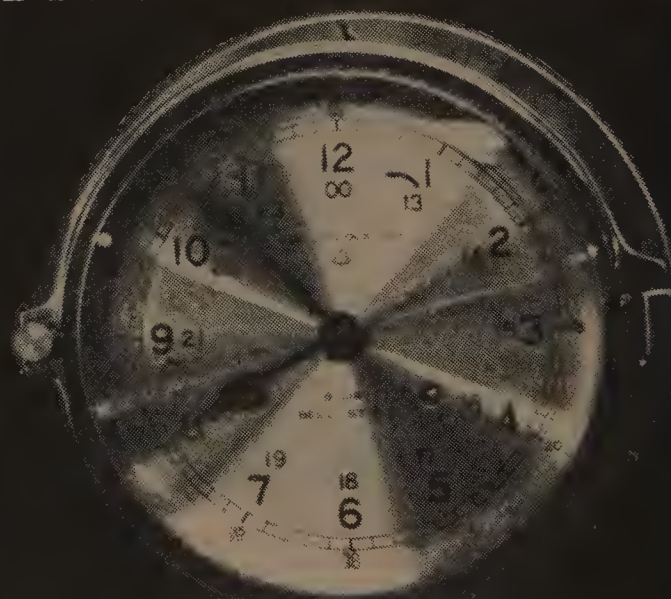
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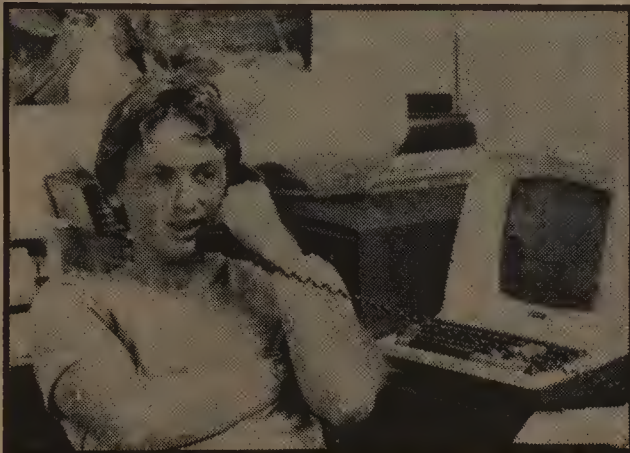
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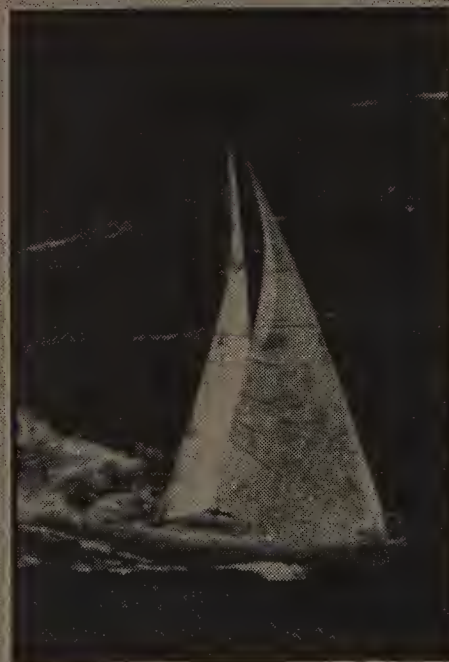
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Clear Lake	'86, 1st Overall	Express 27	<i>Student Driver</i>
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San Diego	'86, Overall, 1st	Moore 24	<i>Sabre Saw</i>
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Boreas Race	'86, 1st Overall	Custom 32	<i>Third Reef</i>
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LETTERS

Saunders, a former Sausalito resident who now lives aboard and sells boats in Hong Kong, there are many open slips. For whatever reason, Hong Kong locals prefer to keep their boats on moorings.

As for electronic outlets and competent technicians, you shouldn't have any trouble finding them in Hong Kong. Fragrant Harbor, the local marine publication, will help you locate the products and skilled labor you need.

If anyone else has more detailed information, we're sure Kelly would appreciate a call.

☐ TRAILERBOATING TO BAJA

I found your *Mexico Primer* on trailering a boat to Baja very interesting. I only wish I had seen it a few months ago. You see, last May I bought my first boat, a Jensen Marine 24-footer on an EZ-Loader trailer. After a month of preparation, I packed the wife and kids, hooked up the trailer, and took off for a month in Baja. Our plan was to meet up with a couple of friends of mine, Rex and Cathy Reno, who had sailed down last year on their home-built 40-footer, *Good*.

We had no real problem trailering the boat down except when we hit the 'Grapevine' grade nearing Los Angeles. There we found we had a bad over-heating problem; we had it repaired in San Fernando. But I would suggest that anyone planning the trip have their radiator in tip-top shape, because the grade between San Ignacio and Santa Rosalia is steeper than the Grapevine.

For the most part we found the Mexican roads to be in good condition. They are narrow, however, and don't have shoulders. In my opinion, the traffic in Baja was very light.

After 2.5 days of driving, we finally made Puerto Escondido. There was a lot of construction going on at the time, and a huge pile of sand covered the boat launch ramp. In fact, almost the entire front of the marina was closed off, because they were dredging the entrance. Thus we had to launch off the beach, but it wasn't too bad.

For the last two weeks of June and July, we had a great time sailing around the islands and skin diving the area between Puerto Escondido and Loreto. The water was as clear as glass and bathtub temperature. It was hot, between 95 and 100 degrees every day, so plenty of sun lotion was necessary. Our sailing was done in very light — if any — wind. Fish and lobster were on the menu almost every day.

There wasn't much at the marina when we were there, but by the time they complete it, it looks like it will be a resort with hotels, restaurants and shops. The whole works. There was a restaurant half a mile up the road at the Tripui Trailer Park.

When it came time to pull the boat out with no ramp, it was a different story. By the time I got the van and the trailer far enough out to get the boat on, I couldn't pull it out. But then one of the Mexican men working there came over with his truck and helped pull us out. At no expense. I found everyone there to be most helpful and friendly.

To anyone thinking of making such a trip, I suggest they go and do it. I did, and this was my first boat, and first trip. I had a ball. Even my wife liked it. We're planning another trip as soon as I can get some time off.

Bill and Chris Rogers
Napa

Bill and Chris — Fantastico! Your trip is a perfect example of the kind we were trying to encourage with the Mexico Primer article. We hope you get time off starting March 29 of next year; we'd love to see you at the next Baja Ha (Sea of Cortez) Race Week.

As for Puerto Escondido, it was in the midst of a major transformation when you were there. Our understanding is that the new boat

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LETTERS

ramp is in place and "the best in Mexico". But as you already discovered, with friendly Mexicans around, you don't always need a ramp.

□ AT LEAST FOUR FEET

On August 3, we were powering back to Paradise Cay from Angel Island when we saw the *Texaco Explorer* coming at us with a huge bow wave. We turned and paralleled her course at 11 knots. She passed us, going at least five knots faster.

I'm sure glad I was anchored on the east side of Angel Island that



Four-foot bow wave.

afternoon. *Texaco Explorer's* wake was at least four feet high.

We called Vessel Traffic Service on Channel 13. They replied that there was no speed limit on the Bay — just that you are responsible for your wake.

Lon Woodrum
Sausalito

Lon — If cars can't go 65 on freeways, we don't see why ships should be able to on the Bay.

But practically speaking, we think the law is best the way it is now. Nobody has to measure anybody's speed, it's simply a situation where if your wake causes damage, you are responsible.

□ MORE GOOD READING

Re last month's *Loose Lips* item, "A Good Read".

I spent a weekend last winter up at my folks' house at Clear Lake; I learned to sail there seven years ago.

When I retired in the evening, I lay in my cozy old bed but could not get to sleep. I rolled over, turned on the nightstand light, and scanned a short row of books in the bottom of the stand.

I recognized all of the books there; they had been around since I was a kid. But I don't recall having ever read one.

The title *Captains Courageous* caught my eye. I pulled it out and began reading one of the best sea stories ever. It's about a spoiled rotten kid who falls off a steamship and is picked up by a fishing boat back around the turn of the century. The fishing season had just begun and back then boats were at sea for months at a time. Needless to say, the boy learned a whole new set of values as he became one of the crew.

It's a classic guaranteed to raise your bloodsalt level.

Tim Winters
Gritty Rebel of the
Late Great Palo Alto Harbor

Tim — The plot reminds us a little bit of a Jack London story where a guy falls off a ferry that runs between San Francisco and

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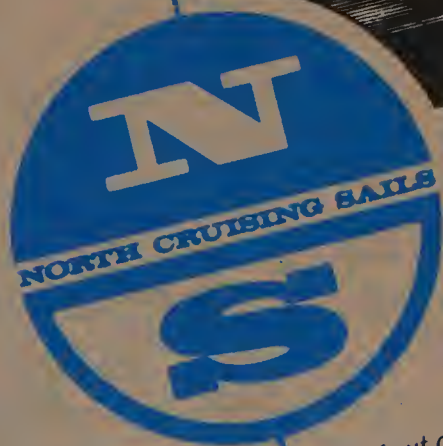


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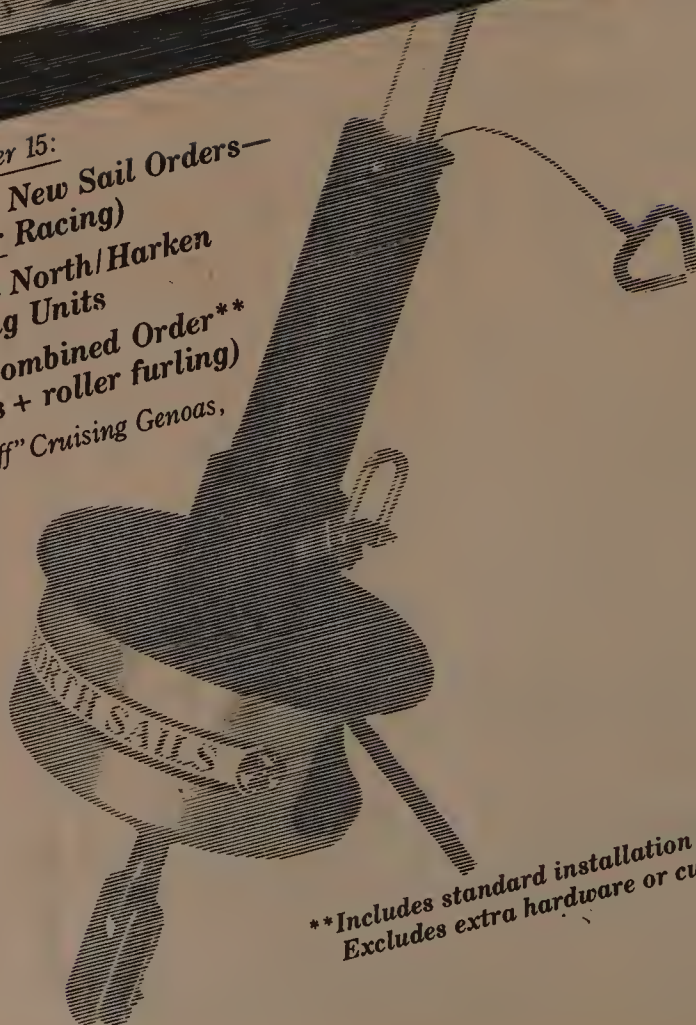
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LETTERS

Sausalito. He's picked up, but by 'Death' Larson, who isn't about to delay the start of a long voyage just to return this survivor to shore.

□SEND THEM TO WHERE?

Please send some copies up to us. In the barren wasteland of Ukiah we need reading material.

Sail and Yachting just aren't organic enough for Mendocino County. We deserve better.

Distribute 25 copies a month? No problem. Our readers are your advertiser's customers. Where else can we buy: Lakeport? Willits? Garberville? No way! The Bay Area? Si, *senor*.

So please hurry.

Gary G. Clark
The Barren Wasteland

Gary — We've never distributed to a car parts store before, but we'll give *Super Auto* a try with 10 copies a month.

□WHAT'S THE MEANING OF THIS GIFT?

Having read *Latitude 38* for the past 100 or so years, I know there are many worldly and very knowledgeable people reading along with me. Perhaps someone could help me, as I *no comprende*.

I received the gift of a bronze plaque for my boat from a German friend in Hamburg, but I can't read it. Local Germans say, "it's Dutch", but the local Dutch say, "it's German". Does anybody out there know the English translation?

It reads:

Kole Feut

Un Nordenwind

Gift En Drusen Budel

Un En Lutten Pint

Dick Veasey
Lafayette

Dick — You know how Serbo-Croatian is one language even though the Serbs write it with Cyrillic characters and the Croats use a modified Roman alphabet? Well, there's a similar but rapidly dying language called Dutcho-German, and the words on the plaque are from that soon-to-be deceased tongue.

The experts over at Cal tell us your plaque features a colloquial expression that doesn't translate well into English, and the best they can come up with is that it's roughly a cross between, "Are we having fun yet?" and "Will the last person out of the boat please secure the companionway hatch".

We must warn you, the person who told us this was laughing, and we weren't certain whether he was laughing with us or at us. Can anybody out there help us?

□VALIANT BLISTERS

I have been a reader of your magazine for many years. Keep up the good work!

In the past couple of years you have written several articles on blistering. I have also read several other articles in other boating magazines on the same subject. All of the articles talk about blisters being caused by a reaction of water and a chemical or chemicals in the glass.

I am very interested in buying a Valiant 40, but I am concerned with the blistering problem. In my talks with different yacht brokers during my search for a boat, I was put in touch with a Mr. Thomas Nault in Seattle who formerly worked with Mr. Bob Perry, the designer of the Valiant 40. Mr. Nault informed me that he testified at the class action suit brought against Valiant by the owners of the

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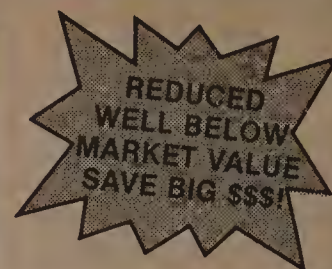
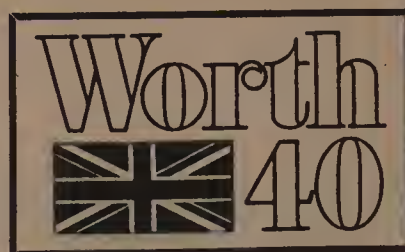
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LETTERS

Valiant 40. He brought out a point that some of the blisters on the Valiant boats were caused by a reaction between the glass and a fire-retardant chemical that was mixed into the glass, which is why the Valiant has blisters above the waterline, on the decks and inside the hull. Mr. Nault also made the comment that — in his estimation — five years after the blisters start to show up on the Valiant, the boat could be structurally unsound.

I asked Mr. Nault why all this information was not made public. He said it was, but you needed to know where to look. He went on to say that the Army made a study when they started to use fiberglass on their gun ships and came up with the blistering problem and the reaction with the fire retardant chemical quite a few years ago.

I found this information very alarming considering I would like to own a Valiant 40. I thought your readers would be interested in the information I received from Mr. Nault, for what it is worth, if anything.

Bob
North Bay

Bob — When the general blistering problem became widespread and known, we spoke to the resident expert at Uniflite, which was building Valiants and Uniflite powerboats at the time.

He told us that there was normal blistering, and then there was a second kind of blistering also found on Valiants and Uniflites. What distinguished the Valiant and Uniflite blistering was that it could be found anywhere on the boat, not just below the waterline. Sometimes the blistering was very minor; "sometimes," he said, "it was much larger and made you want to cry."

He further said these special kind of blistering problems were restricted to a group of boats that had all used certain batches of resin. He felt that these special blisters had been caused by a bad resin.

We called Bob Perry's office, and one of the gentlemen there said they had a file two inches thick on the subject of blistering. He made the comment that he thought nobody really knows the whole story on blisters. We think he's right.

As for Mr. Nault's 'five years after a blister shows up the boat could be structurally unsound', nobody will disagree with that because it's a no lose statement. If it does happen, he's right; if it doesn't happen, he's not wrong. It's the kind of statement all wise expert witnesses become accomplished at. If he'd have said, 'Here's \$100,000, if that Valiant with blisters isn't structurally unsound in five years, you can have the money', then we'd put a lot of weight in that statement.

(Incidentally, this isn't meant to reflect negatively on Mr. Nault, who we're going to assume is being quoted accurately, and whom we're going to assume is 100 percent sincere in what he says. Ours is merely a comment on the 'maybe, maybe not' statement that understandably has you so concerned.)

There was a class action suit about the matter, but it was settled with each plaintiff individually before going to trial. One of the terms of the agreement was that the amount each got — and it was always different — was not to be disclosed.

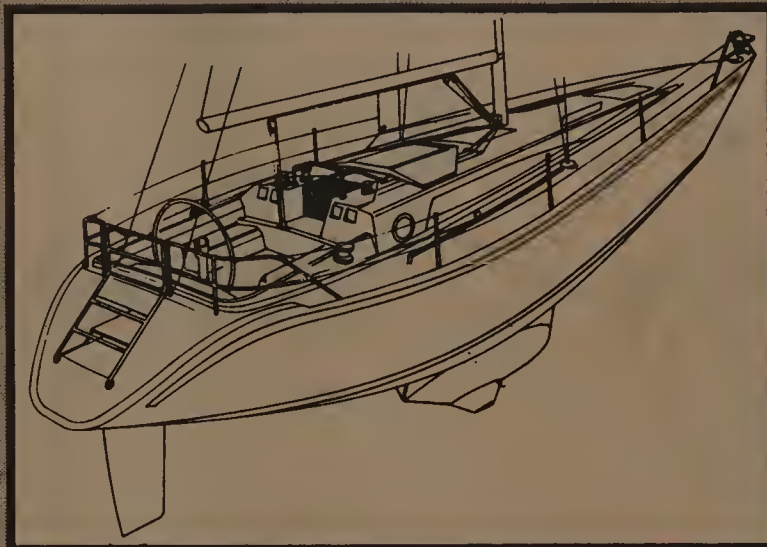
All this is wonderful, but where does it leave you with regard to the purchase of a Valiant 40? It leaves you on your own. If we were you, and we really liked the Valiant 40, we'd start doing some dock patroling. Basically, this consists of going to every marina we could get to, and striking up a conversation with every Valiant 40 owner we could find. We'd quiz them on what hull number their boat was, whether they'd had any blister problems, of what nature they were, and whether they were serious or minor. And we'd ask them what other first hand information they had about sisterships. Keep following this process — we think you'll find it's a heck of a lot of fun and you'll

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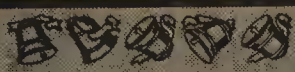
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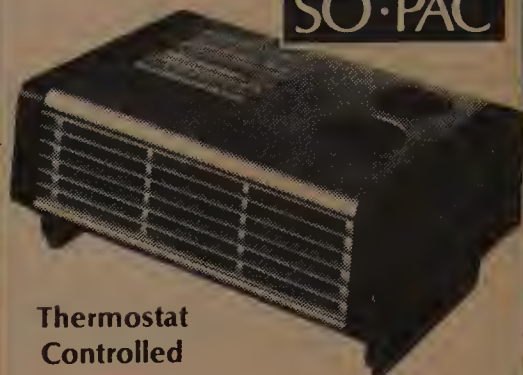
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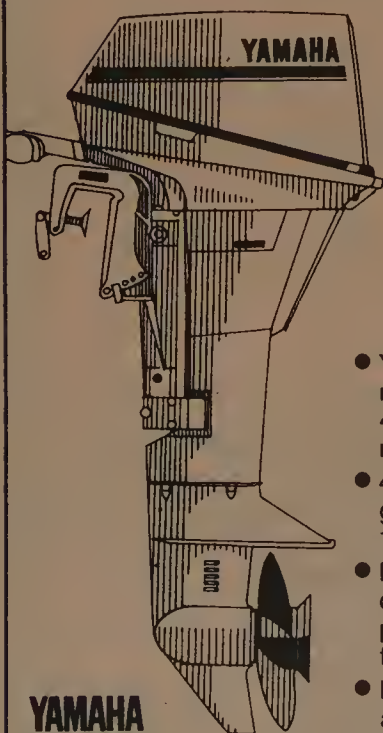
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LETTERS

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□ NO FEAR OF TERRORISTS

I am in the process of moving to Spain and would like to ship my sailboat from San Francisco to Barcelona.

Could you provide me with any information regarding shipping lines that provide this type of service at a reasonable cost?

My boat is a Newport 28.

Harry Hogan
Sacramento

Harry — We're sorry, but we're not up to speed with the shipping business. Try any of the shipping lines and ask which companies have service to Spain. If you don't get anywhere, try the Port of Oakland, they're very consumer oriented and run a hopping port.

Incidentally, Spain sounds like a terrific place to have a sailboat. We've got a long interview with a San Francisco couple that sailed there, spent three years there, and recently sailed most of the way back. Spain, in the opinion of them — and many others — is the best Europe has to offer.

□ COAST VIDEO

Your answer to John Wilson on page 67 of the October issue about traveling the central coast of California is excellent advice if one does not have local knowledge of the area.

I am a local fisherman working out of Port San Luis who has local knowledge of the coast from Point Conception to Pfeiffer Point and can easily point out places to anchor in reasonable weather every 20 or so miles along this coast.

I believe that I could impart that knowledge with a video, showing and describing the approach to each anchorage from both the north and the south, and showing and describing the riding of a small boat in each of these anchorages under various wind and sea conditions.

It seems to me that if you or one of your readers would fund the production of a series of such videos, some modest profit might be made on their sales. I suspect, however, that if you had only the one video to sell, that the costs of advertising would exceed gross sales. In any case, I would like to hear from anyone interested in cooperating in the production of such a video.

R.B. Ingalls
Arroyo Grande, CA

R.B. — We've always been the skeptical sort, but we think it's really going to be tough to make a financial go of it. For one thing, the cost of producing such a video is going to be astronomical — assuming you're going to do it effectively, which means renting helicopters at a couple of hundred an hour.

Then you've got to realize how small your market is. The truth is that there aren't that many boats that make the trip, and most that do want a straight shot from Monterey and Point Conception because there really aren't many attractions. Furthermore, sailors usually want to be able to refer to something when they're making the trip, and it's a lot easier to refer to a printed guide than a video on a boat.

High start-up costs and a miniscule market make it sound like a dubious proposition to us. But the best of luck to you if you decide to take the plunge.

□ NO FUN ON FIVE?

As a writer who watches the local boating scene with interest, I thought the *Chronicle*, in general, and Kimball Livingston, in par-

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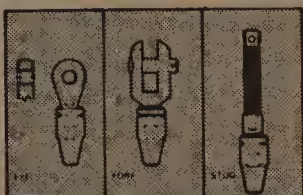
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LETTERS

particular, were treated pretty shabbily by the KRON broadcast, *USA — The Secret Down Under*.

The hour broadcast which revealed *USA's* keel and talked about the Golden Gate Challenge leaking misinformation to the press almost singled out the Chronicle's green sheet as the leading bait taker.

What KRON forget to mention was that Kimball had the best feel for what was under the water early on in the game.

A sense of humor about the leaked misinformation — having fun with it — instead of hanging Livingston out to dry would have been more appropriate for that section of the broadcast.

Lighten up KRON. You're not "60 Minutes".

Glenda Carroll
San Rafael

Glenda — We watched the program you're referring to, but never got the faintest sensation that they were trying to stick it to the Chronicle or Kimball Livingston. True, we thought they used both of them to set up part of their program, but not in a mean way.

Of course, we're pretty thick sometimes, so we checked with the other folks in the office. About half thought they were being nasty and the other half didn't notice anything.

We did catch Kimball's column the following day, and thought he was absolutely right with his final comment. He said something to the effect that if you think the Golden Gate Challenge had revealed what the bottom of their boat will look like in its final configuration, you've taken the biggest bait of all. That was an in-your-face case of the 'Old Transvestite Trick and the Twelve'.

☐ JUST IN THE CLICK OF TIME

Thanks for the article on the Fujica HD-S camera.

We just received an estimate of \$75 on getting ours repaired!

John Biggers
Healdsburg, CA

John — Glad we got the word to you quick enough. We sent in four cameras last month, and if you read *Sightings* this issue, you'll see that we got four brand-spanking new cameras in return!

☐ PLEASE ADVISE

I have encountered the same problems with my Fujica that you described in *Sightings*, October 1986.

When it oozed over my sea bag, it wrecked my wool cap, jacket, sea bag, an alpaca rug in my NorSea 27, and the front seat of my Cadillac. I did think it was my error until your article.

I tried the 800 number to no avail. So I'm writing you as you requested.

R.E. 'Monty' Montague
Santa Rosa

Monty — Call Mary Ann Baldon at (800) 241-7695 and see if she can't help you. We told her we had a wrecked tape recorder and a damaged \$150 dress. She said to send them on down, and that's what we're doing. Please let us know what happens.

☐ YET ANOTHER

Just read your October *Sightings* then went to check on my Fujica HD-S. It's sat in a drawer the past 3½ years since I bilged to armchair cruising.

Although it was not sitting in a pool of melted rubber, the rubber around the flash and on the case below has softened to the point where touching it leaves a fingerprint and pressing on it will cause

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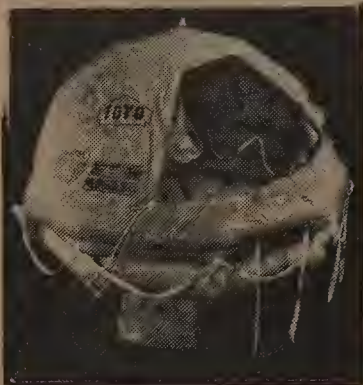
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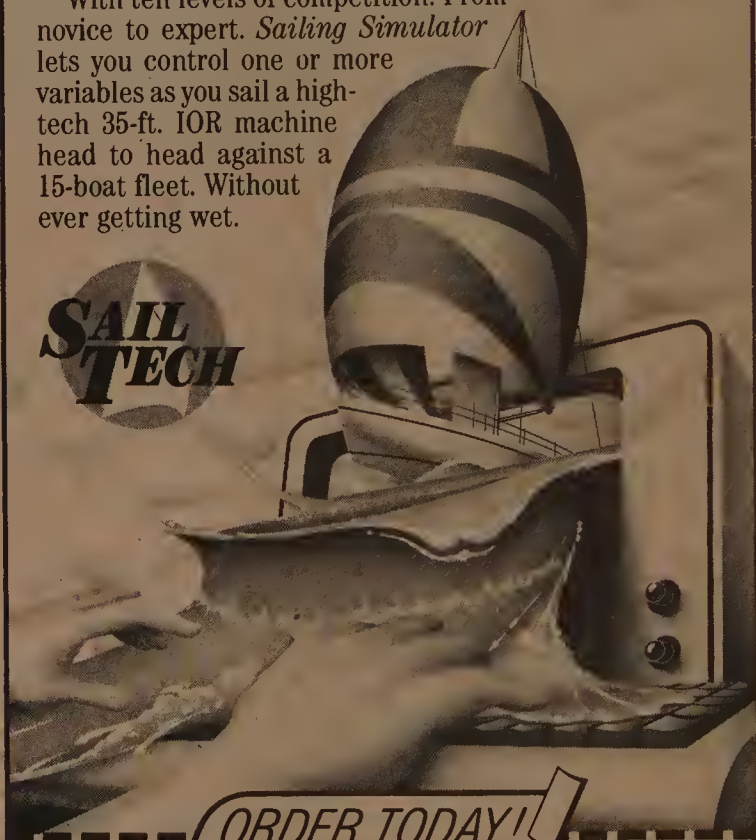
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LETTERS

damage. Although that is not exactly what you asked for, based on your reports I am sure it would progress to that state were I to try to use the camera again, and feel that it is therefore unusable.

For that reason I would welcome inclusion in your campaign.

Bradford Kirby
Mountain View

Bradford — If we were you we'd send it in now before the rubber deteriorates any more. As we advised the previous writer, call Mary Ann Baldon at (800) 241-7695. Check Sightings to see how our beef with Fujica turned out.

□FUJICA FONDUE

Whew, was I glad to see that article in this month's *Latitude 38* regarding the mystery of the melting Fujica HD.

I bought mine — at your recommendation — from folks at Seawood in San Anselmo prior to going to Hawaii in 1982 for race committee work on the 1982 Singlehanded TransPac.

And slowly but steadily — and recently very aggressively — it's been melting away on the flash side. And I, too, thought I must have done something wrong somewhere along the line, like let it sit too close to the fire or something. So I'm glad to know it wasn't me!

I just took some photos of the camera. Your article indicated we should contact you; so I am. Do you want evidence? I'll also write and/or call Fuji, or do you have an alternate plan you're going to unleash on them upon receipt of letters like mine?

Please advise!

P.S. Don't know if this is also a "common" problem, but the film advance indicator is permanently stuck on "36".

Rita Gardner
Richmond

Rita — We'll give you the same advice we've given everyone else. Call Mary Ann Baldon at (800) 241-7695. When you get to Sightings, you'll read how Fujica has already replaced four cameras we sent in, so we have high hopes they'll take care of you, too.

□THAT WAS AWFUL, ARGO

We were out on *Wide Load* (poor Bono was home under the weather) near Crissy Field watching the Big Boat Series. Although it was Wednesday we anticipated a lot of spectator congestion, so we were under power and had the sails stowed.

A little after 2:00 p.m. the Keefe-Kilborn fleet was rounding the rubber buoy and popping their chutes for the spinnaker run. Just as this was happening, a big powerboat thundered by our starboard side, her helmsman shouting down at us, "You're underpowered." We chuckled and considered putting up our horsepower — the clean-smelling sails. But we laughed off the idea, knowing that 'ragheads' and 'stinkpotters' can't compete; they're two different breeds.

Then Royann, our delectable deck dolly, started pointing at the big power cruiser and yelling, "Look, she's going to cut the fleet."

And sure enough, the big blue and white boat appeared to be smoking full steam ahead toward the line of heeled racing hulls.

John Jonas, off *Meridian* and calm as ever, said, "Looks like it, but no San Francisco boat would ever cut through a tight racing fleet."

Then Steve Strunk sputtered, "Then let's go sand 'San Francisco' off her stern, because that &-!*&\$-!! is doing it!"

Indeed she did do it. Not more than 50 meters downwind from the mark she dug a deep wake right through a tight fleet of spinnakered racers.

We watched her white transom disappear behind the colorful sails,

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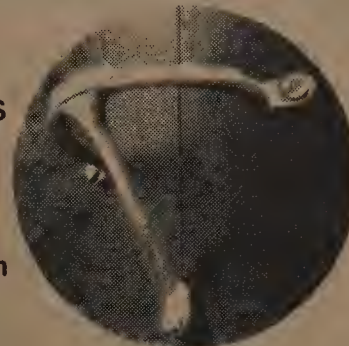
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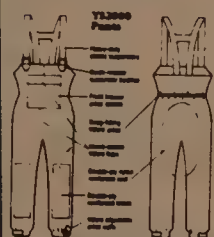
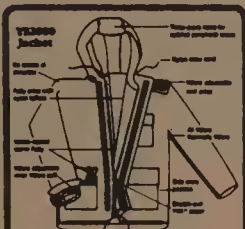
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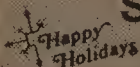


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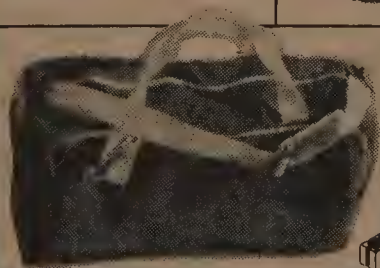


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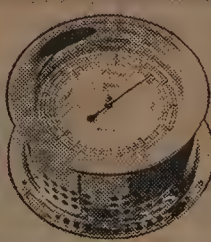
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LETTERS

the name *Argo* written above and between the two big exhaust pipes.
H.E. Heed
Newport Beach

□ A CLOSE CALL?

Enclosed please find a picture of *Merlin*, taken on Sunday, September 28, 1986, at about 1500 hours.

Merlin was on a port tack and I was aboard my Pearson 323,



'Merlin' up close.

Faith, on a starboard tack. Although I had the right-of-way, I changed course to avoid a t-bone collision.

It is surprising to me that such a neat boat was being so carelessly driven.

Robert C. Doyle
Foster City

Robert — They probably crossed in front of you just to give you this opportunity to take this neat picture — sun on the correct side — of them.

Seriously though, if they were close enough to get t-boned, and if you were on starboard and they on port, they indeed were being reckless.

But we'll tell you what we do sometimes. If we see a crowded boat like that — we count at least 17 people — ripping along on a tight reach or beating to weather, we'll usually just alter our off-the-wind course — well ahead of time — so as to eliminate the confrontation. It's so easy for us to do, and saves all those people the trouble of having to tack over and or grind that big sail in.

□ REPORT TO THE EDITOR FROM LA PAZ

The Present: Top priority is the day-to-day effort to stay cool between 9:00 a.m. and sundown. The afternoon breeze from the north and the evening breeze from the south has shown up more often than not to cool cabins down for bedtime. In walking the docks of Marina de La Paz, one sees ingenuity displayed as those staying aboard arrange various shapes and sizes of canvas shades and wind scoops.

September and October are the two months when we expect hurricanes to reach this far north. There are lots of opinions about the hurricane season, espoused by old Baja hands (defined as those who arrived at least one season earlier than you did).

Mary and I offer our two cents of wisdom by stating that cruising the Sea of Cortez in the area of La Paz is a safe bet until September. It is far cooler than spending June through October in hot harbors farther north such as Puerto Escondido, Santispac, or San Carlos, when the threat of hurricanes is usually limited to September and October.

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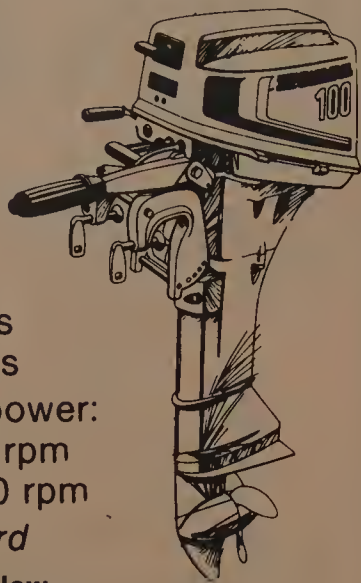
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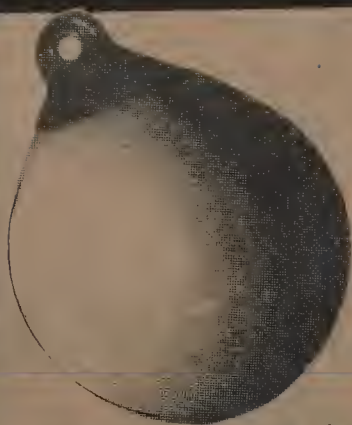
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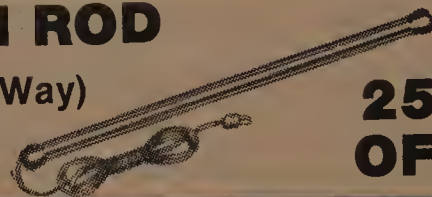


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LETTERS

La Paz is worth considering even during these two months: holding ground is good, communications are good, and help is near at hand if troubles should arise.

The Past: "The season" for our area has always been thought to begin November 1, when the first boats from California, Oregon, and Washington begin to show up. The numbers of cruising sail and power boats arriving has shown a marked increase in the last few years, as has the number of boats that remained all year. The end of the season used to coincide with the date insurance coverage for Mexican waters ran out, which is about the first of June. This is changing rapidly. With or without insurance, many more boats are staying year 'round.

The insurance picture is also improving. Mexican insurance companies are now offering attractive rates for year 'round insurance coverage while in Mexican waters. The rate is about one percent of the insured value and includes property damage and personal liability, and covers repairs or total loss. Such insurance coverage is of great importance to those of us who are marina operators in Mexico. With year 'round tenants, seasonality is more a question of climate preferences and diving or fishing conditions.

The Future: Over the past years, many people have left their boats in Mexico in the care of others and returned to their home country in spite of laws to the contrary. Their stays range from a few weeks to months in places from Ensenada to Manzanillo. Some are on anchor, some are on trailers high and dry under an amigo's palm tree. A few may even be properly registered with the Dept. of Motor Vehicles; most are not.

For the moment Mexican laws established to regulate vehicles (especially boats) left in Mexico are not being rigorously enforced. This is fortunate, in our area at least, because the existing laws do not serve the best interest of tourism. However, new regulations are on the books (18 June 1986) which begin to deal with the problem. Foreigners will be able to leave their boats in marinas which have been properly registered with Tourism and DMV for up to five years. The owner can then come and go as he wishes without the red tape involved now (if the owner tries to be legal).

This new program is just now being established in the few marinas that operate in Mexico. It will take at least a year to get the system functioning smoothly. To their credit, the Dept. of Tourism is making a serious effort to coordinate this program, which involves a number of other Departments.

Not all situations will be covered by the latest regulations, but it is a beginning. Most significant, in my opinion, is the recent recognition by the various government agencies, especially Tourism, that foreign yacht owners using their boats in Mexico add a significant amount to the local economy.

In the meantime, the few of us in the business of providing marine related services to the foreign yachtsman are making our opinions known. There is no question that the officials of the various agencies are interested, listening, and addressing the question of how to best improve tourism by yachtsmen.

Mr. and Mrs. Malcolm E. Shroyer
Marina de La Paz

Readers — If anybody rates being described as "old Baja hands", it's the Shroyers.

The idea of Mexican insurance is intriguing, but would it be satisfactory? Would claims be paid? Would they be paid to United States standards? If not, could a U.S. registered boat be sued in the United States also? We'll try to hunt down answers to some of these questions.



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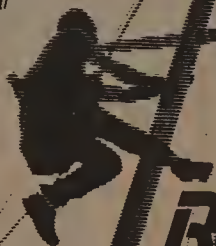
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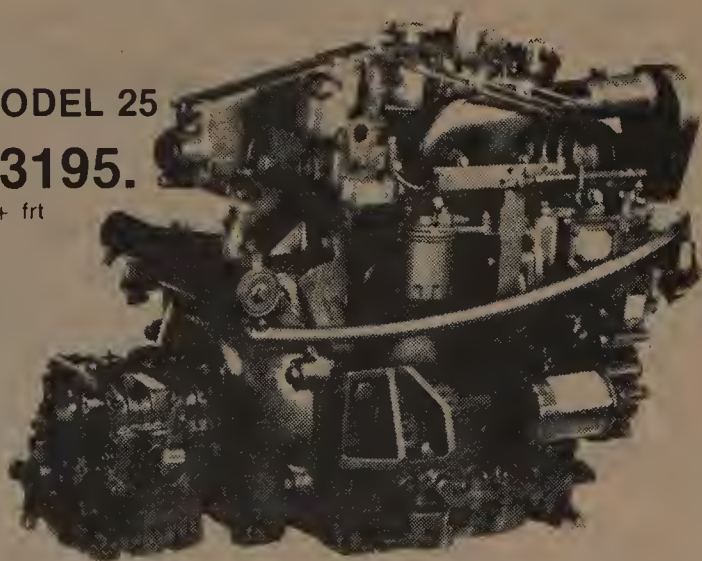
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LETTERS

❑ I'LL NEVER FORGET

Recently I picked up a copy of *Latitude 38* at our local boating store. And to my surprise, I saw a picture of my old girlfriend. Her name is Deana McQuillen. She was my first love at 12 years of age; I haven't talked to her in about four years.

Since I'm sure she reads the magazine, I would give anything for you to print this little story about us with my picture on it.

My name is Chris Yuhas, I'm 17, and I live in Benicia, and Scuba dive often. To make a long story short. I was in the Delta years ago



Chris Yuhas.

with my parents on our sailboat when I met Deana. She and her parents were on their boat cruising to Mexico and had stopped on the way.

After we met, we were together *all* the time. I knew then that she was my first real love.

After about two months they had to leave for Mexico. We continued to write each other often until last year.

When I went up to Expo '86 in Canada this year, I called her up and we saw each other for the first time in four years! But as things turned out, our band changed plans and I only saw her for about five minutes. And now I see her in *Latitude 38*.

As you wrote in the magazine, she might be about to break 1,000 hearts, but she already broke mine. I'm still waiting for her and always will be. Tell her thanks for all the good times we had together. I'll never forget.

If you could do this little thing, it would be the world to me.

Chris Yuhas
Benicia

Chris — How could we possibly turn you down?

By the way, we've got some good news for you. It's our understanding that the wedding was called off and that Deana has returned to Canada and school. You might even want to drop her a letter. And good luck!

Aloha!



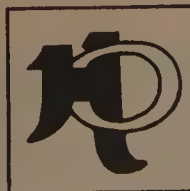
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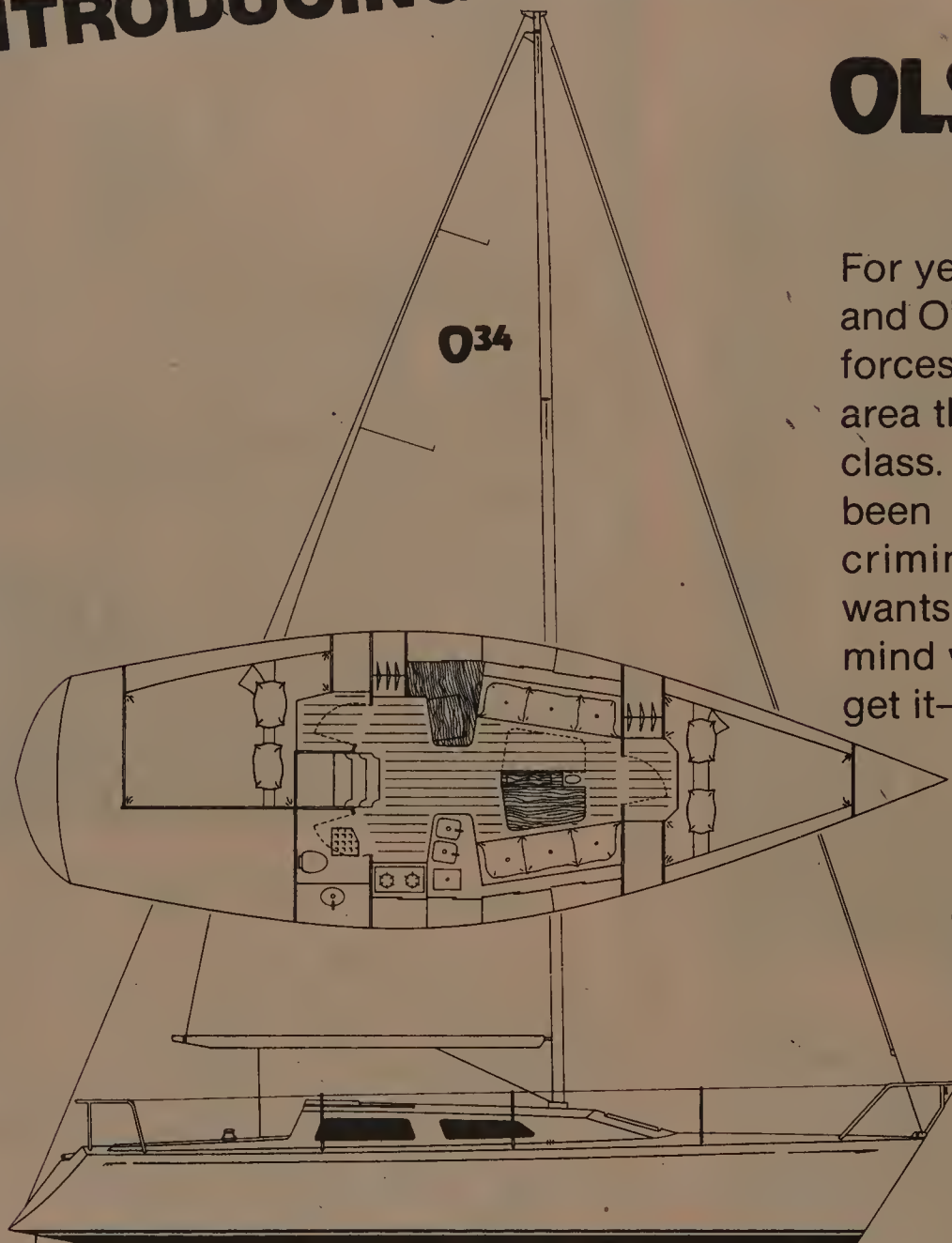
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LOOSE LIPS

Got what you need.

Last month, reader Mark Zielinski inquired about information on 'land yachts'. This month, reader Robert Templeton writes that he's got one, a RANS Monorail. Equipped with a colored sail and a Harken hexratchet block, the good news is that it's for sail. Just \$650 FOB Los Angeles.

If you're still out there Mark, Robert can be reached at 731 W. La Serna Avenue in beautiful La Habra. That's 90631 in California.

But wait, there's more!

Michael Hill of San Jose wants Mark to know that there's someone in Los Gatos who "is putting sails on skateboards and cruisin' around town". Michael also knows about the land sail vehicle. In fact, he's going to send us plan as soon as he digs them out of his archives.

Is this the start of something?

Last month — and completely out of the blue — reader Dan Carter sent us a letter with his nomination for 'the best name for a marine store'. It was Wing and Wing in Chinatown.

Now Captain Danno of Dallas — how does he get the magazine? — sends in his nomination; Salem Drug Company of Beaumont, Texas. It took us a minute to get it.

Anybody else got a nominee before we dispense with the winning Roving Reporter T-shirt?

Gone, but not forgotten.

Walt McDonald, a manufacturers rep for several well-known marine companies passed on recently. Those who worked with him had this to say:

"Walt was a heck of a guy, worthy of respect. He busted his ass to do a good job and he was a true lover of sailing. We'll miss him and our industry and sport will be poorer without him.

Also missed with be Aeolian YC member and Cal 20 sailor, George Friederich. In addition to being a fine sailor, George made custom winches and windvanes.

The flow has not been stemmed yet.

Readers of *Latitude 38* know that the Coast Guard has been extremely active in boarding boats the last four or five months. But from spotty news reports, it looks like it isn't the huge deterrent it may have been thought to be.

For example, while reading another item in Costa Rica's *The Tico Times*, we couldn't help notice a piece about the Rural Guard finding "another" 30,000 marijuana plants this August in southern Costa Rica. The previous week 60,000 plants had been discovered, some of them dried in preparation for market.

The director of the Rural Guard told reporters that the plants weren't being grown for "internal consumption", which is an interesting choice of words, but for "the U.S. market".

And then quickly scanning an October issue of the Virgin Islands daily paper, we saw a report that the 50-ft sailing vessel, *Elaine* had been busted some 500 miles north of San Juan, Puerto Rico. The crime? Carrying three tons of marijuana — about \$3.5 million — for a United States port. The boat, crewed by three men, was stopped during a "routine" Coast Guard boarding.

One step better.

The only thing better than a good sailing picture is good sailing pictures — as in a movie or video. For those of you who enjoy racing and/or tropical sailing, we highly recommend CSTV's *Pacific*

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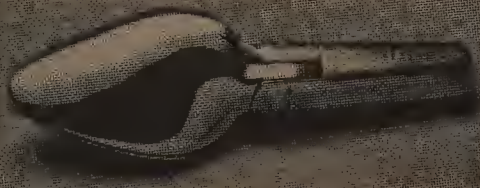
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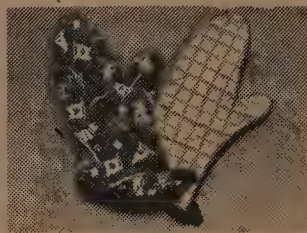
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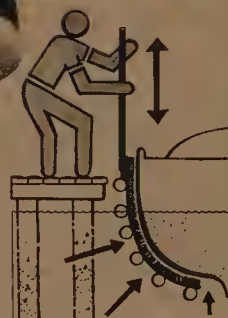
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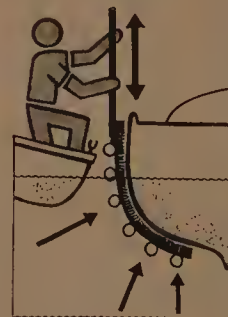
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LOOSE LIPS

Passion.

The approximately 20-minute video covers the Kenwood Cup grand prix IOR competition that was held this August in Hawaii, featuring many of the boats at this year's Big Boat Series. Although rapidly put together for the Kenwood Cup award banquet, it's superbly done. And we're not using that adjective loosely. We showed the video to a couple of non-sailing friends and they were as knocked out as we.

Credit for the excellent work goes primarily to Leslie DeMeuse and Phil Uhl, the principals in CSTV. The camera work is stylish and the color rich. In its fast-paced MTV style, *Pacific Passion* touches on all the action, both on the course and ashore. The foot-tapping sound track makes it even more enjoyable.

It's also fun because many of the people and boats in the film are familiar to you. There's Dennis Conner explaining what happened to *Springbok's* mast, Bill Twist's *Bladerunner* surfing down a wave — scores of terrific short clips you'll want to watch again and again.

Much of the video was shot from helicopters, with other footage from press boats. The most exciting single sequence, however, was taken aboard the 72-ft *Windward Passage*. You're right there during a spinnaker takedown when water surges over the lee rail and onto winches and struggling crewmen. You want the feel of big boat racing? There it is!

Production costs were paid for by Kenwood, which wanted a video that would make other racers want to compete in future Kenwood Cups. They got exactly what they bargained for with this effort; when it's over you find yourself looking for an entry form.

The tape is available from CSTV, 30100 Town Center Drive, Suite 0-283, Laguna Niguel, CA 92677. It's \$29.95 plus \$4.00 for postage and handling. It would make a great feature for a yacht club general meeting, and a perfect Christmas present for any sailor who did this — or any other — Kenwood or Clipper Cup.

Oakland Holidays Boat Parade.

The annual Oakland Holidays Boat Parade will get underway at 5:30 on November 29. "We're shooting for 80 boats this year," says Gary Goodall. Grand Marshall and Marshalette for this year's parade will be Mickey and Minnie Mouse, and the Disneyish atmosphere should make this a popular one for the kids. Also of note is the participation of a decorated Coast Guard cutter, and a Red and White ferry that will serve as both a spectator platform and turnaround mark for the parade.

There is no entry fee for those interested in taking part. All you need is a little of the holiday spirit and an entry form from the sponsoring Metropolitan YC. Lots of awards are up for grabs this year, and not only for the parade. At the awards banquet, moved to the Convention Center to accommodate the 500 to 600 people expected, individuals from participating yacht clubs will also be honored for their contributions to yachting. For more information on any of this, call MYCO at 832-6757.

Farewell to the Wanderer.

We were sorry to learn of the passing of Eric Hiscock on September 15. Like all cruisers and would-be cruisers, we got a lot of our early sailing inspiration from his books. The dean of blue-water cruising and his wife Susan made their last ocean passage together from Tasmania to New Zealand last December. In 45 years of cruising, Eric Hiscock covered an estimated 200,000 miles afloat aboard five different *Wanderers*. He died aboard the last one, in New Zealand, of lung cancer. He was 78.

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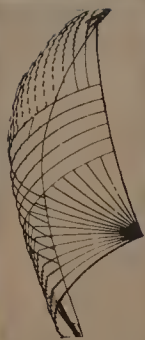
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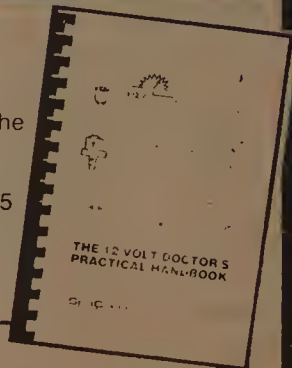
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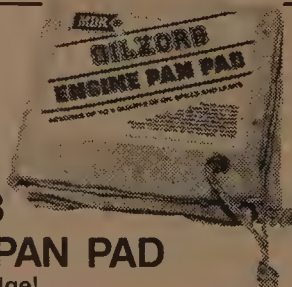


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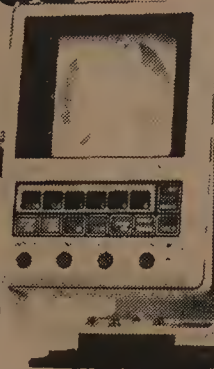
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the equalizer

The story you are about to read is true. Some of the names have been changed because the leading character "doesn't know kung fu", and because he asked us to. So we'll refer to him as 'Harry'.

About 1:30 on the night of October 15, Harry and his wife were sleeping aboard their boat in Richmond's Marina Bay when the crash of splintering wood awakened them. Harry got up to see what was happening. In the moonlight, he saw two shadowy figures breaking into a neighboring boat, the 76-ft Bruce King designed *Free Spirit*. One was breaking into the companionway; the other was uncovering the wheel.

At first Harry thought that it might be one of the owners — the boat is
cont'd on next sightings page

tale of two

California may be just one state, but it's at least two states of mind; Northern California and Southern California. Nothing better illustrates this than boat parades.

Here in Northern California, the number of boats turning up for Opening Day festivities has dwindled considerably during the last decade. As for official entries in the decorated boat contest, we've got more fingers on one hand than there are serious contenders.

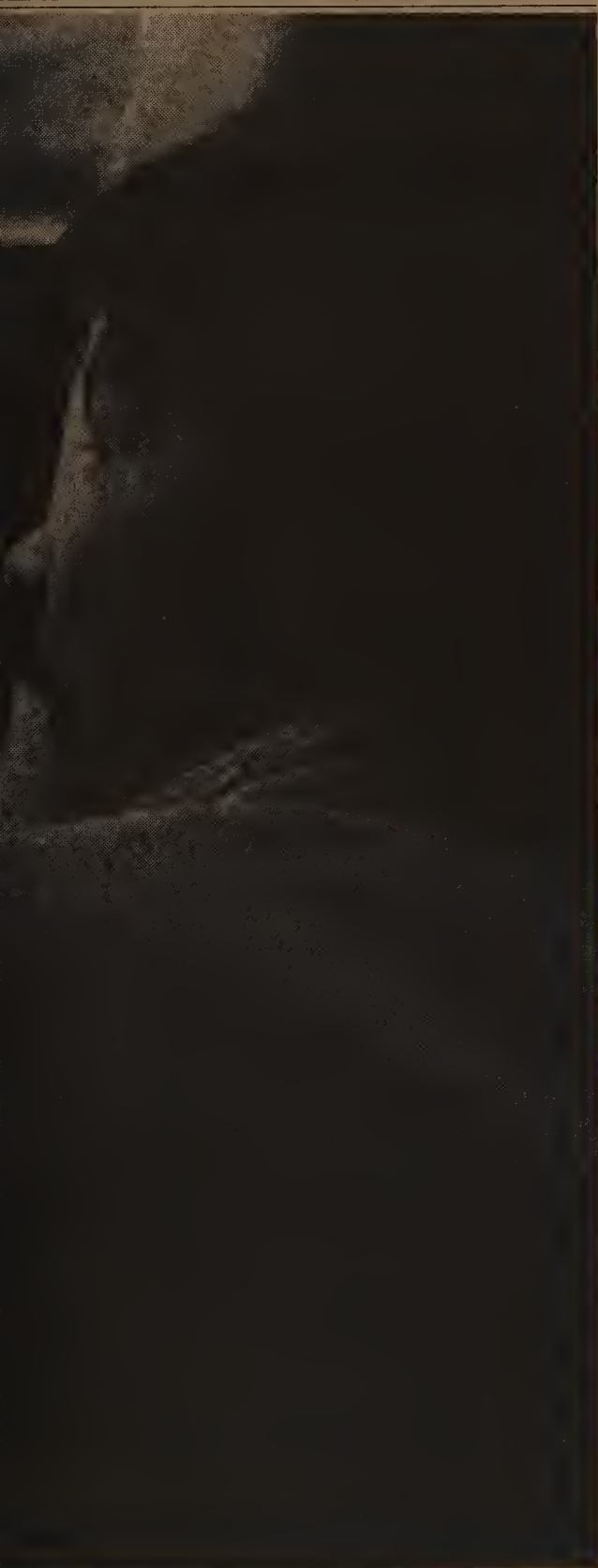


californias

Now we switch you down south to Marina del Rey, home of the 24th annual Christmas Boat Parade. This is no little affair, drawing as it does some 70,000 spectators. With that kind of audience, you can imagine the celebrity battle for Grand Marshall-hood. It makes Roller Derby look like a Sunday School Picnic.

Coming out on top this year was Ed

cont'd center of next sightings page



LATITUDE 38 SARAH

the equalizer — cont'd

owned by the Napa Charter Company — but the intruders' actions quickly confirmed otherwise. As soon as he realized what was going down, Harry took immediate action.

"I told my wife to call the police, and I grabbed a flare gun and went topsides. I don't remember exactly what I said, but it was something to the effect of 'Freeze, assholes, or I'll blow your f---heads off.'"

The guy came up from down below and for a moment it was kind of a Mexican standoff. "Then they both realized it was not a real gun. And I realized I was not going to shoot. For one thing, I'd probably get sued, and for another, Laurie (*Free Spirit* skipper Dave Noble's wife) would kill me for ruining the varnish."

The younger of the two men took off down the dock. The older one, started trying to convince Clint — oh, sorry — Harry, that he was from the boatyard; that he'd had a busy day and was just coming back to finish a job. Yeah, right.

When Harry ducked back below on his boat to see about the police call, the other guy took off down the dock. By that time, the police had arrived. Marina Bay has only one entrance, so there was no way one could pass the other without knowing it. But the police didn't see anyone. So they took the report from Harry, surveyed the damage to *Free Spirit* — which amounted to a kicked in companionway — and started back down the dock.

Harry and his wife sat down in the cockpit of their boat to drink some hot cocoa and discuss the night's events when they heard splashing. The two boat breakers had commandeered a dinghy and were paddling like the dickens — with their hands — out the marina. "At that point, it was almost comical," says Harry. "First they'd go one way, then they'd get out of synch and paddle in circles. Then they'd paddle the other way." The police were waiting when they finally came ashore.

The two were identified as Kenneth Childress, 39, and his nephew Bart, 20. As contract workers for the City of Richmond, they'd been around the municipal marina long enough that their faces were familiar to both Harry and Dave Noble. Justice being what it is, the older Childress was out on bail a few days later. Young Bart was reportedly being held on a previous warrant.

Harry called Noble at three in the morning to tell him the news. "Before I even answered the phone, I thought, 'Oh shit. The boat has burned up'," says Dick. Fortunately, the damage was minor and the two men had not thrown the right breakers to get the engine going. Dick figures they may have had such grandiose plans as heading to Mexico with the boat. Understandably, neither Ken nor Bart are talking.

We always like to end stories like this on a constructive note. What might Harry or Dick do different next time, or suggest to other boaters who find themselves in a similar situation? The only thing Dick could think of was to expose the screws for the companionway latch so vandals wouldn't have to trash the boards to get in. "Let's face it, if someone really wants to get in a boat, there's not much you can do to stop them."

Harry had several suggestions. The best of these was for frequent over-nighters (or liveaboards, if there are any) to exchange phone numbers. "While I was out there, my wife could have been calling the neighbors. Lights going on and heads popping up from other boats would have helped the situation." He also suggested being aware of who belongs to the boats around you, and let regulars and the harbormaster know when you're going to be gone for any length of time.

Finally, he says, "Paint your orange flare gun barrels black!" It may not make them look like a certain other Harry's .44 magnum, but they'll look a heck of a lot less like flare guns.

the who's who of water pollution

San Francisco Bay has a pollution problem, and boaters who pump their heads overboard aren't improving things. But the contribution from boats is

cont'd on next sightings page

who's who of pollution — cont'd

small potatoes when compared to what cities dump into San Francisco Bay, or what Los Angeles pumps into Santa Monica Bay.

Most cities on the rim of the Bay run their storm drains directly into the water with no treatment to remove pollutants. Oil that drips off cars, gasoline that spills at service stations, pesticides that people put on their lawns, and all



Congresswoman Boxer, with ocean sanctuary plan.

manner of gunk and corruption from the streets goes directly to the Bay. To make things worse, most sewer pipes leak, allowing rainwater to seep in. That causes sewers to overflow into the storm drains, dumping raw sewage into the Bay along with the storm runoff.

Larry Kolb, with the Bay Area Regional Water Quality Control Board, said sewage bacteria levels routinely far exceed health standards in shoreline waters during winter months. Pleasure boat pumping is a small problem compared to sewage in winter runoff. Kolb said if Bay water quality was as bad year-round as it is during the winter "we shouldn't regulate anybody" in boats because the pump-out contribution is miniscule.

San Francisco is the only Bay Area city that treats storm runoff as well as sewage, resulting in a great improvement in Bay water quality. San Francisco has spent over \$1 billion to upgrade sewage treatment over 12 years. Other cities around the Bay have improved sewage treatment facilities in recent years. The Super Sewer project in the East Bay collects sewage from a number of cities and runs it through secondary treatment before piping it to the middle of the Bay.

Kolb said sewage pumping from liveaboards and houseboats becomes a more serious problem in the summer, when the lack of rain reduces sewage overflows, meaning that shoreline water would be fairly clean if not for liveaboards and houseboats. The summer, of course, is when people are most likely to be at beaches or marinas, so more people are likely to be exposed to whatever pollution exists along the shore. Another problem is that natural flushing of the Bay is weakest in summer.

Kolb said two recent Regional Water Quality Control Board studies found bacteria counts from raw sewage higher in marinas than out in the Bay. The problem is made worse by breakwaters that restrict tides and currents. He blames liveaboards and houseboats that are not hooked up to sewer systems. Boating advocates question the data and conclusions in the two studies.

Bob Hoffman of Redwood City, a retired engineer, is Northern California president-elect of Recreational Boaters of California and is following the Richardson Bay pollution issue for the Pacific Inter-Club Yachting Association. Bob believes that if all the reports and studies generated by the Richardson Bay pollution issue were used as filter paper, the whole Bay could be filtered "crystal clear a hundred times over."

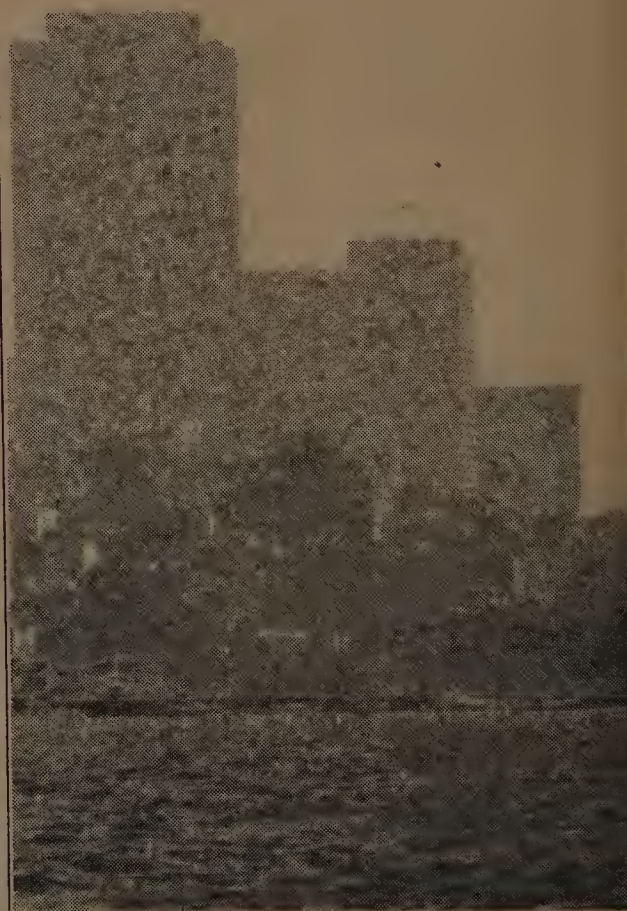
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tale of two

McMahon, whose qualifications are a legion: "For 25 years the jovial friend to Johnny Carson . . . TV host of *Star Search* . . . co-host of TV's *Bloopers and Practical Jokes* . . . and with credits in such movies and television films as *Fun With Dick and Jane*, *The Kid From Left Field* . . . and the Broadway comedy, *The Impossible Years*. In addition, Ed is a former resident of Marina del Rey and has owned the following boats; a 17-ft Boston Whaler, a 32-ft Donzi, 38-ft, 48-ft and a new 50-ft Chris Craft. Whew!

Is the parade sponsor, Pioneer-Skippers Boat Owners Association, dying for entries? They are not. In fact, so confident are they of decorated boats, live bands, chorales and other noted celebrities that they charge to enter the two hour "riot of holiday color".

fleet week jets above the



californias — cont'd

Commercial entries, for example, must fork over two C-notes. Community groups such as a dock must pay \$65. Musicales and individual groups are a mere \$35.

The rich are different than you and I, noted F. Scott Fitzgerald. So are Southern Californian sailors.

For those interested, this year's Marina del Rey Christmas Boat Parade will begin at 5:30 p.m. on December 13 and run for approximately two hours. The theme is 'Trip the Light Fantastic'. After the parade, skip-pers and crews of entries are invited to a special "festive party". Those who were just watching can retire to Hollywood Blvd. near the intersection of Vine, where entirely different kinds of decorated cruisers hold forth until the wee hours.

bay — we hope they're ours

who's who of pollution — cont'd

Bob thinks the recreational boater is being caught in the middle in an attempt to "get" the estimated 100 houseboats in Richardson Bay that aren't hooked up to sewer service. "Recreational boaters are contributing a very minor part of the total Bay pollution," he said.

In 1976 the Coast Guard issued regulations requiring holding tanks on boats with toilets. But dockside facilities for emptying the tanks were slow to appear, and enforcement efforts were generally confined to warnings when boarding officers found a boat's "Y" valve set to pump overboard instead of into the tanks. The Coast Guard doesn't keep statistics on how many people have been cited for pumping violations. One officer we talked to pointed out that it's pretty hard to catch an illegal pumper red-handed.

On October 14 the State Water Resources Control Board declared Richardson Bay a no-pumping area. If the federal Environmental Protection Agency agrees, the new Richardson Bay Regional Agency will be put in charge of enforcing rules against illegal sewage discharges from liveaboards and houseboats. The Coast Guard has been in charge of enforcement, but usually other things — such as rescues — have higher priority. The agency can be expected to place more importance on sewage discharges.

The "no discharge" designation for Richardson Bay will mean that boaters

cont'd on next sightings page



TIM STAPLETON

who's who of pollution — cont'd

won't be able to use Type 1 or Type 2 installations that partially treat sewage and then pump it overboard.

Bob and other boating advocates petitioned state officials and managed to get "gray water", such as dish water, exempted from the regulations. He pointed out that otherwise major plumbing changes would be required in most boats to connect sinks to holding tanks.

Although sewage pollution in San Francisco Bay is outrageous, it's nothing compared to Santa Monica Bay. The City of Los Angeles pumps an estimated 420 million gallons of partially-treated sewage a day into Santa Monica Bay. The outlet pipe is five miles from the beach. Two miles farther out is the city's outlet for sewage sludge. About 600 tons of sludge per day are dumped there. So they remove it on shore and then dump it seven miles out. As you might suspect, the city's been paying some hefty fines for environmental violations.

Then there's the raw sewage that used to overflow into a creek running through Venice and some other residential areas, until Los Angeles built a million-gallon holding tank under order from the Regional Water Quality Control Board. There are also problems with industrial pollution, but that's a whole different topic.

Help is on the way for Santa Monica Bay. Los Angeles has agreed to stop dumping sludge in the ocean by next December and will upgrade sewage treatment by 1999. Assemblyman Tom Hayden, a Democrat representing Los Angeles, introduced a package of bills designed to protect water quality. Gov. George Deukmejian signed three and vetoed two.

How did it get so bad in Santa Monica Bay? Nancy Taylor of the Sierra Club's Clean Coastal Waters Task Force blames pro-development politicians who set sewer hook-up fees artificially low to benefit developers. The result is insufficient funds to expand and maintain treatment plants. Up until recently it cost \$475 to connect a new home to a sewer line in Los Angeles, while it cost \$3,200 in Escondido. The Los Angeles fee will go up to \$600 as a result of recent city council action, but Nancy says it still won't cover the cost of treating the additional volume that will come from the new homes.

In other environmental news, Congresswoman Barbara Boxer has announced she will introduce legislation January 5 to establish an ocean sanctuary extending 200 miles off the Northern California coast. The sanctuary would run from Point Buchon in San Luis Obispo County to the Oregon border. Oil, gas and mineral development, ocean incineration and dumping would be prohibited in the sanctuary. Similar protection is being developed for the area south of Pt. Dume in Southern California, but the oil fields off Santa Barbara would be left alone.

Rep. Boxer, a Democrat whose Sixth District includes parts of Marin, San Francisco, San Mateo and Solano counties, held a press conference at Horseshoe Cove just north of the Golden Gate Bridge to announce her bill. She predicted the bill would become a "litmus test" for presidential candidates, and their position on the bill will be seen as an indication of how serious they are about environmental issues.

She called the recent agreement with officials in the Reagan administration to stall leasing of offshore oil fields until the presidential election a "major victory", but said her bill is the "ultimate solution" that "plays no games and cuts no deals".

As if present-day pollution problems aren't bad enough, some DDT left in part of the Richmond Inner Harbor 40 years ago has been showing up in mussels and bait fish. Signs are being posted along Lauritzen Canal warning that DDT has been found in mud and fish taken there might contain harmful levels of the chemical.

Claudia Willen, a hazardous materials specialist with the state Department of Health Services, said a shiner surf perch taken from the canal was found to contain concentrations of 13.5 parts per million of DDT, way above the federal limit of 5 parts per million.

She said the DDT probably got into the canal between 1947 and 1965

cont'd on next sightings page

boat sales

Yacht dealers we talked to say there were more serious boat customers among the "hull kickers" at this fall's show in Alameda. Some are saying boat sales seem to be rebounding across the board.

Observers had lots of theories: interest rates are down, personal income is up, the economic recovery is holding, and people are buying boats now before the sales tax deduction runs out at the end of the year.

"I think it was delayed gratification. People 'red-lined' and couldn't stand it anymore. They had to buy something," says Paula Blasier of Corlett & Blasier of Alameda.

"We were very happy with the show," Paula says. "People seemed more serious about boats rather than casual lookers. We sold an Express 37 at the show, an Express 27, and another Express 27 the night before the show opened to someone who was going out of town and couldn't come to the show.

"The boat market was slow during the summer, but there's been a dramatic change in the fall, not just the normal seasonal change."

The end of the IRS deduction for sales taxes is a "reasonably good motivator" for people in the boat market to buy sooner rather than later, according to one dealer.

Several dealers noted that the crowds seemed lighter, possibly because of the mid-week rain. But Roger Wales, president of Cruising World Yachts in Alameda, agrees that people at the show seemed more serious than usual about buying.

"We've had a real influx of business," he says. "We have four boats sold attributable to the show. The results were better than last year's show." He says the sales tax deduction seems to be on buyers' minds. "We expect to be busy right up to the end of the year."

Debbie Reynolds of Passage Yachts says, "it was the first show in a long time that people actually came to purchase boats. We took deposits on five boats. We usually sell

no strings

When Cici Wilcoxon arrived at the Mexican orphanage Los Ninos y Jovenes three years ago to teach music, she found someone had donated 20 guitars, but no strings. The padre of the orphanage got some donations to buy strings, and classes began.

Now Sausalito's Call of the Sea has joined an effort to get some other instruments for the orphanage so the 125 children can try some new arrangements. The aim of Para Los Ninos (For The Children) is to collect

on the rise

four to six boats to people we contact during the show, but this year we sold, took deposits and had loans approved. That hasn't happened in two years."

Why the change? "People were holding off until interest rates bottomed out," she says. "There are upcoming changes in the tax laws, and in boats that average in the 40-foot range, that's a substantial amount of money."

The sailboats people seem most interested in continue to be the "multi-purpose" boats rather than all-out racers or cruisers, she says. "People like a more all-round family-type boat that is suitable for coastal cruising and club racing — a performance cruiser with a moderate underbody."

Don Durant, partner in NorCal Yachts of Alameda, says his firm sold 15 memberships in Club Nautique during the show. NorCal also sold 12 to 15 shares in the Yachtshares program, compared to one during this spring's show.

Don says he sold two new Ericsons and some used sailboats later through contacts made at the show. "It was a real positive show in that respect, a little stronger than normal," Don says. "I think we're going to have a real strong fall, ahead of last year."

Tod Dynek, brokerage manager of Golden State Yachts in Oakland, says he expects December to be "very, very wild" as people talk to their accountants about the new tax reform bill and the sales tax situation.

Jerry Butler, sales manager of O'Neill's Yachts in Santa Cruz, says business has "really picked up" this fall. He brought a couple of Canadian-built Hotfoots to the show.

He offered another view of the sales tax incentive. "If you're in the 50 percent tax bracket now and you'll be in the 25 percent bracket after the first of the year because of tax reform, it will even out," he says, with the lower bracket possibly equalling the savings from a sales tax deduction.

attached

donations of musical instruments and sail them to Puerto Vallarta aboard the *Eileen O'Farrell*, a 40-foot gaff-rigged ketch that has competed in several Master Mariner's races.

If you want to make a tax-deductible donation of instruments, money, bottom paint for the boat or charts of Mexico, contact Vicky Glenzer at Call of the Sea, (415) 331-1282, or write Call of the Sea, attn: Para Los Ninos, 300 Napa Street, Sausalito, Calif., 94965.

who's who of pollution — cont'd

when businesses along the dock manufactured DDT products. She said it either washed off the dock or was dumped. DDT has been found in a 750-foot stretch of the canal, and up to 30,000 cubic yards of mud may be dredged to clean it up.

If you are interested in ocean pollution, you might check out the monthly "Man and the Sea" program sponsored by the San Francisco Bay chapter of the Oceanic Society. The November topic was "Urban Runoff", with speakers from water districts and the Regional Water Quality Control Board, scheduled November 3 at Fort Mason in San Francisco. For more information on the series call 441-5970.

stacked

The cameras you see stacked in the accompanying photograph are Fuji HD-M's. We didn't buy them; they were sent to us by Fuji at no charge in return for faulty HD-S models. You may remember that in last month's



Three of the four from Fuji.

Sightings we wrote how the Fuji HD-S models had chronic problems with sticking shutters and melting rubber.

We're delighted that Fuji replaced the cameras at no charge — they made a pledge to "fix them or replace them". But we're also delighted with the camera itself. It appears to be a much sturdier camera than the HD-S, and as far as we're concerned, it has some advantages over one of its big competitors, the Nikon Action-Touch.

Both cameras, you'll remember, are waterproof down to ten feet, have built-in flashes, and a desirable moderate wide-angle lens. In addition, they have a feature we're not crazy about — automatic film load, advance and rewind. We must be old-fashioned, but we can advance and rewind the film ourselves — and like the added versatility this sometimes affords.

So what's the Fuji advantage? First off, we prefer the Fuji focusing system, although it may just be because it's traditional. The Nikon is either autofocus, or you use a little knob on the top of the camera.

What annoys us the most about the Nikon is that you have to use coded film or the ASA is automatically set at 100. When cruising, you often have to take whatever film you can find. And it's not always going to be coded or ASA 100. The Fuji accepts film between 100 and 1600 — the latter very helpful in low light.

We just received the Fuji, so we haven't had a chance to test it. We did shoot several rolls — above and below water — with the Nikon. The results were absolutely fantastic! We suspect both of these are going to be outstanding cameras for the sailor.

To those of you with broken or melting Fujica HD-S models, have them fixed. We suggest you first call Mary Ann Baldon at (800) 241-7695 and tell

cont'd on next sightings page

SIGHTINGS

stacked — cont'd

her you're doing as instructed by *Latitude 38*, and confirming it is correct to send the camera to Marvin Yokum, Service Dept., 1211 East Artesia Blvd., Carson, CA 90746. If you don't get the cooperation, give us a call at 383-8200.

But to date, Fujica has taken care of us just fine. As far as we're concerned, they're "good guys".

are you missing the point of this photo?

There are a couple of reasons we're running the accompanying photograph. But no, they're not the reasons crossing your mind.

The woman in the photograph is Susan Nork, who along with her husband Bill — plus many other new and old friends — were at *Latitude 38*'s Cruising Kick-Off Party last month at the Sausalito Cruising Club. Susan and Bill are just one of the main couples who are soon to be taking off on a long
cont'd on next sightings page

the magnificent

There's a new guide out to Baja California, and it's excellent. We've made many trips to Baja, and this 250-page volume would have added significantly to our enjoyment of each one.

Written by Jack Williams of Sausalito, *The Magnificent Peninsula* is not a cruising guide per se — even though Williams sailed 6,000 miles in three trips, covering every mile and anchorage of the Pacific and Gulf sides of Baja with his Northern California based Cal 2-46, *La Patricia*. "If I have a claim to being an expert in anything," he says, "it would be in the knowledge of the Baja coast . . ."

Slanted toward the land traveller, nonetheless over half of this fascinating book



guide

is of direct interest to the sailor. We particularly enjoyed the chapters on geology, vegetation, and wildlife — which because Baja is a desert, are all very new to most Northern California visitors. A former forester, the 56-year-old Williams seemed particularly adept with these topics.

But we certainly don't want to ignore the illuminating and entertaining chapter on history, which includes, among other material, a detailed recounting — with maps — of the Baja battlefields during the Mexican-American War. Having read it, you'll have a far better understanding of Mexico's perception of the United States.

cont'd center of next sightings page



LATITUDE 38/RICHARD

are you missing the point — cont'd

cruise. In their case, they'll be sailing aboard *Errant Prince*, a Valiant 40 purchased earlier this year.

Actually, we'd met Bill and Susan once before; at the 1985 Baha-Ha (Sea of Cortez) Race Week. They had chartered a Baja 47 with some Northern California friends. In fact, the photo of Susan is from that Race Week. As shown, she's in the process of winning the Wet T-shirt contest, the second most popular competition. (The most popular? The women say it's the men's Wet Buns contest).

Susan and Bill must have had a decent enough time at that Race Week, because they told us they'll be returning for the next one, which runs from March 29 to April 5, 1986. Susan laughingly added, "I'm coming back to regain my title."

If you examined the aforementioned photograph carefully, you may have noticed that there's a bottle in Susan's right hand. It's a bottle of Corona Beer, which is not surprising, since Corona Beer has always been one of Race Week's primary sponsors. Heck, they're the folks that bring the tents, tables, generators, lights, ice — and most important, beer.

Since we don't get out much, it came as something of a surprise to us to learn that this Baja-Ha Race Week sponsor has just achieved an incredible marketing milestone. As of a few months ago, they overtook Heineken as the number one selling imported beer in the United States! As we understand it, ordering a Corona Beer with lime is absolutely the thing to do in trendy bars these days. Even Herb Caen had an item about it:

"Add sightings in the F'mont lobby during the Nat'l Beer Wholesalers convention: four Miller-Bud moneybags ordering the hottest beer around — "Corona with", meaning with a wedge of lime — and drinking three bottles each. "This is what hot tubs were in the 70's," said one, admiring the Mexican label and vowing, "Gotta get me a dealership!"

So we salute this Race Week sponsor. It's sure not going to make up for Mexico's loss of oil revenues or capital flight, but it's a start.

Since we've broached the subject of Baja-Ha (Sea of Cortez) Race Week, let us once again remind you that the dates are March 29 to April 5. Since founding Race Week, we haven't done much more than participate and watch everyone else run it. This year we're getting more involved, and thus would like to announce the following changes.

First off, there will be no entry fee for anyone. In the past there was an entry fee for racers. However, contributions will be accepted, the proceeds of which will be donated to one of several excellent charities in La Paz. Our country has been fabulously blessed, we're using the waters and land of our hurting friends to the south, so sharing a little of what we've got is certainly in order. This is a completely voluntary program, but we're going to suggest contributions between \$5 and \$100 depending on one's means.

Secondly, there is a food concession planned for the beach, offering tacos and other light snacks. There will be no seven course meals or table service. Hopefully, this will save everyone the hassle of having to go all the way back out to their boat if the munchies strike or dinner time rolls around.

Thirdly, there will be free charcoal for BBQ-ing each night of the week. Last year we had great BBQ-facilities, but hardly anyone remembered — or knew — to bring charcoal. Both will be provided this year, so all you have to do is show up on the beach with the makings.

Who is to thank for the free charcoal? The folks at Downwind Marine in San Diego. Of course, if you have a BBQ and charcoal on a beach in Mexico, you must have a pig. West Marine Products has graciously volunteered to provide that, so it will be West Marine Pig — for free! — as long as it lasts. We are looking for a cook, however.

It also occurred to us that the Baja-Ha Race Week Queen ought to win a little raiment. The good folks at Patagonia say they'll take care of that. As for the winners of the prestigious Wet-Buns and Bikini contests, they can expect appropriate prizes also.

There's a fourth business making a contribution, but they wish to remain

cont'd on next sightings page

are you missing the point — cont'd

anonymous. If any other businesses are interested in making a contribution, please call us at 383-8200 for details. Before it's all over you'll get your name splashed around a bit.

In regard to racing, there will be three classes, broken down by how serious folks want to race. Class A will be for all serious racers, and it will be assumed all these boats will fly spinnakers and not be heavily loaded. Class B will be for racer/cruisers; spinnakers will not be allowed, but gennakers will. Like Class A, these boats will be racing under PHRF. In Class B, however, boats severely overloaded with cruising gear and stores will be allowed to petition for a minor adjustment to their rating. Class C will be for full on cruisers, either by design or state of mind; in other words super-casual beer can racing.

These class divisions are subject to modification after all the entries are received. There will be special sub classes also. The Baja 47's will be having one-design competition within Class B, and hopefully there will be some side competition between the various charter boat operations, such as NAO Yachts and The Moorings.

Because different classes will sail different length courses, there will be no overall winner. But bottles of rum trophies will be awarded the evening of each race, and the winning skipper will be expected to share the spoils of his victory with everyone else who happens to be around. In addition, there will be keeper trophies given out at the end of the week.

As always, the idea behind the racing in all classes is that people have fun. Nonetheless, there will be a protest committee waiting to hear all protests. Unfortunately, they'll be in Fresno, which we expect will tend to hold the number of protests to a minimum.

Except for the first race, which starts outside La Paz, the races will start and finish inside the harbor at Caleta Partida. There are two reasons for this. One is that there's always wind in Caleta Partida, the second is so that all the non-racers can be a part of the action, too.

Of course, the racing is really just a sidelight to the main reason of Baja-Ha Race Week, which is to meet new folks and have a little fun together. As such, there will be plenty of beach activities with a huge tent and table and chairs to luxuriate on. In addition, there'll be friendly shore and aquatic competitions in such activities as boardsailing, rod and spear fishing, horseshoes, volleyball, swimming, dinghy sailing, power dinghy racing, chess, chili cooking, dominoes and anything else anybody wants to compete for. If you've got kids, bring them along as there's always plenty of activities for them. All winners will receive trophies and/or prizes at the end of the week.

Weather permitting, each evening Alfredo Riggs will host whatever it is he hosts. It's kinda of a talent show, musical program, comedy hour, dance contest. This will be Alfredo's fourth time as M.C.

Reading this makes Baja-Ha Race Week sound like a madhouse, doesn't it? And for those who want to sail in every race, participate in every competition, visit every boat, and party each and every night, it is. But for most folks, it's actually a pretty sleepy week; lots of sitting around under the tent sharing a beer, a story or cruising plans with some newly met friends. And naturally, you can stay and participate as little or as much as you like. Furthermore, there's a number of other excellent anchorages within a mile or two, where you can drop out for a day or two.

We don't have any idea how many boats will turn up for the next Baja-Ha Race Week, but we imagine somewhere between 64, the number of boats the first year, and 200, the number of boats the second year. One thing is certain; the anchorage can easily hold 200 boats without a problem.

Ted McConneville is expected to return with *Majestic* for race committee and floating headquarters duty. In addition, Jerry Carter on the 71-ft Rhodes design, *Kana Loa*, currently berthed in Berkeley, says his boat will be available to help out. Jerry's neighbor is Frank with the wonderfully refurbished 72-ft *Kialoa II*. The big boat will be in Mexico this winter, and Frank has told Jerry he plans to be at Race Week also.

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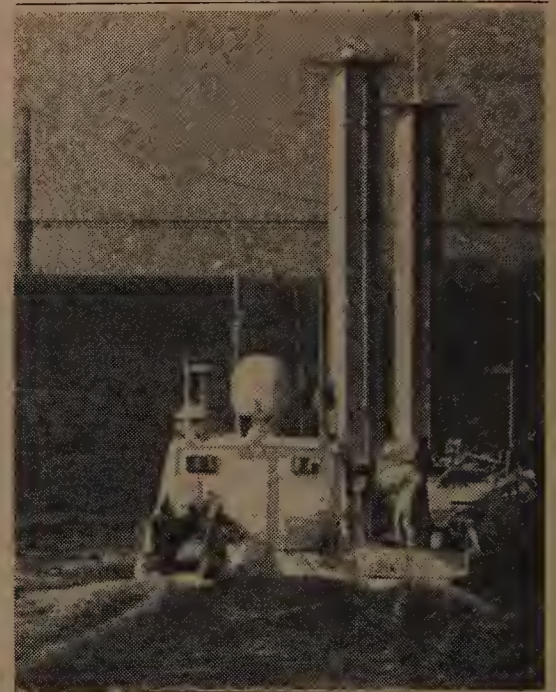
the magnificent

Including as it does 57 maps, 100 photos and 32 tables, we think it's safe to say *The Magnificent Peninsula* is the most detailed travel book on Baja. But it's more than the raw facts that make the book enjoyable, it's the fine presentation of those facts. Williams obviously loves Baja, but he doesn't sugar coat to try and 'sell' those to whom it wouldn't really appeal.

The author subtitles the guide: "The Only Absolutely Essential Guide To Mexico's Baja

sailboat with

Here's a tip for survival in an increasingly complex technological world: beware of the word "mode". Anything described as having



a "mode" should be treated with caution. If you spot a mode ahead, shift into low mental gear and turn your comprehension knob to "max".

Alcyone, Jacques Cousteau's new boat that visited San Francisco last month, not only operates in four modes, it's French to boot. It sails, but not as we know it. It's built like a monohull in the bow and like a catamaran in the stern. "Control parameters are stored on floppy disks," according to the brochure.

Stand by, and we'll try to explain how it works. Alcyone has two 34-foot "turbosails", which look like big smokestacks mounted about where the masts would be on a ketch. The turbosails have sort of a thick airfoil shape, with flaps at the back and screens down each trailing edge.

With the help of the computer and its floppy disk, the turbosail is rotated, or trimmed, according to the direction of the wind. The flap is opened on one side and a fan sucks air through the screen on the other

guide — cont'd

California". That's a tall claim, but the book justifies it. Don't go to Baja without it. We just hope the book meets with sufficient success so there'll be a follow-up version slanted toward the mariner.

The Magnificent Peninsula is now available in many bookstores and chandleries. If you can't find it, order a copy direct from the author for \$15.85, shipping and handling included. Write *Magnificent Peninsula*, Box 203, Sausalito CA 94966.

no sails

side. This causes the airflow to hug the surface of the turbosail and creates aerodynamic lift. The lift, along with two diesel engines, pull *Alcyone* through the water at about 10 knots.

The ship's four modes are: 1. Adjustment of turbosails and engine done by the captain, 2. Turbosails are adjusted by the computer, 3. The turbosails and the engine are both adjusted by the computer for maximum energy conservation, and 4. In the case of a storm, the turbosails are adjusted for minimum aerodynamic drag.

It's not a completely new idea. A ship with a "rotor sail" crossed the North Atlantic with a load of lumber in 1925. The smaller *Baden Baden* crossed the Atlantic with a similar rig and sailed into New York Harbor the following year. However, Jacques' design is reportedly a radical departure from the earlier turbos.

Understand it now? Neither do we, exactly, but Jacques and his crew claim the *Alcyone* saves 30 percent on fuel when motorsailing, and there are plans to build freighters with similar systems.

Alcyone drew big crowds in San Francisco. Jacques was in town to film marine life at the Farallones for one of the Cousteau Society's annual movies. In an attempt to attract a great white shark, a cage was lowered with a cameraman inside and 50 gallons of blood was dumped in the water for bait.

Did a "great white Cadillac" take the bait? Do Jacques and his crew still have those accents that a certain lady friend thinks is tres cute? Is there a fifth mode that we don't know about?

These and other mysteries of the sea may be explained when the new film comes out and beams its way into Jacques' usual audience: 250 million homes in 110 countries.

Alcyone, as you can see in the accompanying photo, is not a classic graceful sailing vessel. She could be mistaken for one of those floating incinerator ships we mentioned elsewhere in *Sightings*.

are you missing the point — cont'd

We've heard of a number of other notable boats that will be showing up, but of course the heart and soul of Baja-Ha Race Week has always been everyday cruisers on small and medium size cruising boats, and we're expecting a good number of them will turn up. A few have told us they'll be back for their fourth time. Ralph, on *The Trip*, for example.

A group of trailerboat sailors from Arizona earlier expressed interest in holding a feeder race to Baja-Ha from farther up in the Gulf. Now that the Baja-Ha dates have been confirmed, we'll get the word to them and see if they can't put a feeder together.

For those of you with trailerable boats, check out last month's article on trailering to Mexico. You may want to make the trip, too, perhaps in company with other California boats. If so, now is the time to start planning to share the laughs.

For those people wanting to fly down to join other boats or to camp on the beach, the Race Week dates were carefully selected not to conflict with busy Easter week, when plane reservations and other accommodations are hard to come by.

So be there — or you'll never get the Ha in Baja-Ha!

a bright star

They say it's a business venture, but they seem more like kids excited about a new toy than two shipwrights restoring a 51-year-old cutter.

Since they're doing the work on speculation and there's no customer involved yet, "we're doing it the way we want to," says Jeff Rutherford.



Jeff, left, and Antony aboard 'Bright Star'.

"We're doing everything first class."

In April Jeff and Antony Leighton bought what was left of *Bright Star* at Bethel Island and trucked her to Richmond. The 53-ft cutter, built in 1935,

cont'd on next sightings page

a bright star — cont'd

had been neglected for at least 15 years. Three years ago she sank, then was pulled out and left in a yard until Jeff and his British-born partner came along.

"She was owned by some eccentric guy who tied her up next to his house and then covered her with old tarps, apparently to hide her from the IRS or something," Jeff said. The owner died and they bought her from his estate.

Jeff and Antony have high hopes for *Bright Star*. "We'll be racing her in the next Master Mariner's Regatta," Jeff says with "do-or-die" determination. "She'll be the most beautiful boat on the Bay."

But standing on her crumbling deck and looking down at Richmond dirt through the gaps in her hull, it's obvious they have a long way to go. To give you some idea of how much time it takes to rebuild an old wood boat, Jeff says it took almost all day to remove just one of the keel bolts.

They've replaced 53 ribs. It takes about four hours to remove the old square galvanized nails, pry out the broken or rotted rib and replace it with four half-inch oak strips laminated with epoxy. The strips are hammered in from the deck, screwed in place and trimmed off when the epoxy hardens. Jeff says the laminated frames are stronger than traditional steam-bent ones, and a lot less trouble.

Most of the old frames were solid from about 18 inches above the keel, but water sitting in the bilge had caused a sort of electrolysis between the metal fastenings and the oak, and the wood turned black as if it had burned.

"For the most part the frames were cherry," Jeff says. He figures he will have to replace about a third of the planking. The new planks, all fine-grain first-growth fir from Oregon, are drying next to the boat in his boat repair shop along Cutting Boulevard. It took a full day to plane them down to an inch and half, "in sawdust up to here," says Jeff, holding his hand about fanny-high. "We had 70 to 80 garbage bags of sawdust," Antony says.

The deck house will be rebuilt of mahogany. The old deck will be torn up and replaced by two layers of plywood covered by fir planking. "Fir's not as durable as teak, but the old deck is fir and it lasted 50 years," Jeff says.

Bright Star's 75-foot hollow spruce mast weathered the years of neglect in good shape. It's propped up on sawhorses, waiting for a coat of paint and maybe another 50 years on deck.

Bright Star is cutter-rigged. She's 53 feet on deck and was about 60 feet overall, including bowsprit and a boomkin that Jeff plans to eliminate. She should be stiff to sail, since the iron keel weighs 14,000 pounds, about 37 percent of the boat's 40,000-pound displacement.

She's an Edson Shock design, built in Southern California and apparently raced there in the 40s and 50s. Myron Spaulding measured her for the YRA in 1947 and she may have raced a little in San Francisco Bay. Jeff doesn't know much more about her past, and if you know more, he would be interested in hearing from you.

Jeff says *Bright Star* will be a classic wood boat outside, but below decks she'll be a modern yacht with electronics, a propane stove (it came with a two-burner alcohol model) and a spacious main cabin. In the style of boats of its day, *Bright Star's* interior was "cut up into a bunch of little dungeons," Antony says.

They'll invest \$60,000 to \$80,000 restoring *Bright Star* ("we're going to be full-time paupers for a while") but one thing they won't have to buy is sails. "It came with eight brand new cotton sails," Jeff says. "They're 15 years old but there's no mildew anywhere. They're prettier than dacron, but they're hell to maintain."

Before they're finished, Jeff and Antony will have examined every piece of wood on the boat, and they'll have replaced a good portion of it. "We wouldn't want to do this to a boat we didn't like. We're having fun," Jeff says.

Bright Star is sort of a test to see if Jeff and Antony can make any money by buying neglected wood classics and restoring them. "I think we can do it and come out on top," Jeff says. "We'll sail her for a while and sell her — if we don't fall in love with her."

new marina

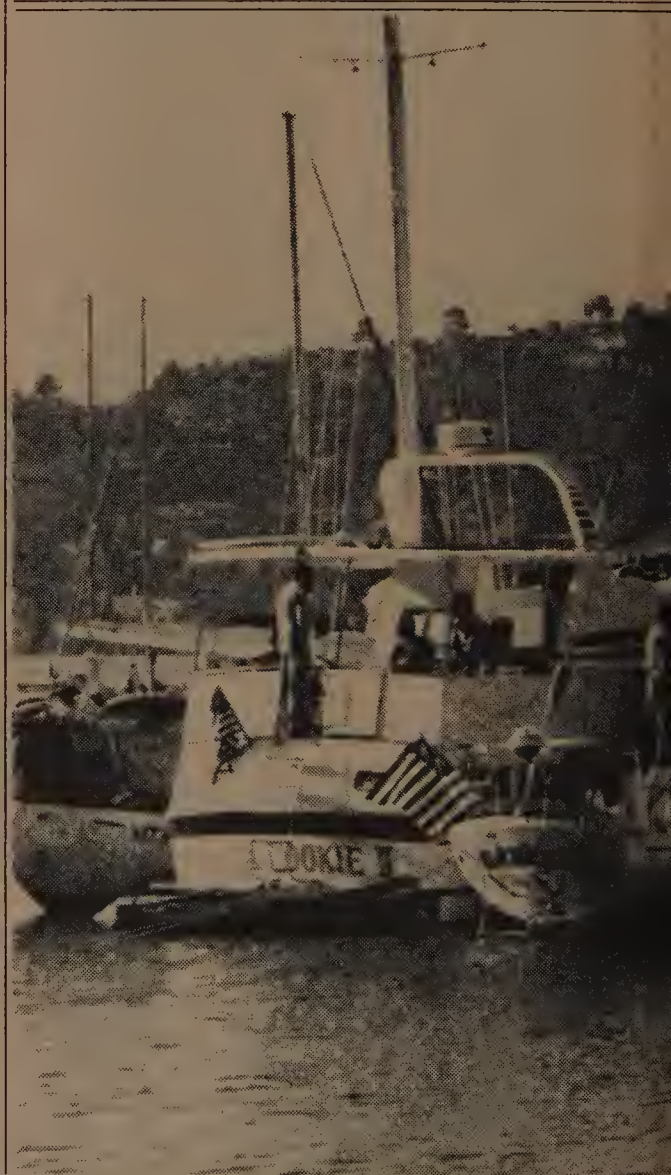
A 122-slip marina designed for larger boats is planned next to Pete's Harbor in Redwood City. The Bair Island Marina should be finished next spring, according to developer Gary Castro.

Slips will range from 36 to 60 feet, with a

blue-water

In San Francisco, winter is a time of rain, strong Bay tides, lots of junk in the water and either too much or too little wind. In other words, it's a great time for sailing seminars.

Among the first of these coming up is a three-lecture series on Blue Water Sailing at the Sausalito Cruising Club. Cass' Marina is sponsoring this event, which begins November 10 with "Shorthanded and Singlehanded Sailing". Co-sponsored by Scanmar Marine Products, this lecture will look at vane steering, autopilots, sail steering and other aspects of shorthanded sailing. Also included will be some film from last year's Singlehanded TransPac Race to Hawaii.



near pete's

few larger end-ties and some liveaboard berths. Rents will begin at \$5.75 per foot. If you're interested in reserving a slip, call Gary at 886-7857 between 9 and 11 a.m.

There will be a restaurant and some office space at the marina, but no ramp or hoist.

cruising seminars

The second seminar on November 12 covers "Sail Handling". This two-hour seminar will cover reefing, furling, spinnaker work, heaving to, emergencies and so on. The last meeting on November 17, co-sponsored by Maritime Electronics, is on "Electronic Aids to Navigation". This will cover the proper use of VHF, SSB, Loran, SatNav and other aids.

Singlehanded TransPac participant Peter Clutterbuck will take part in all three lectures. He plans to have *Alliance*, the C&C38 he solo sailed to Hawaii, at the club for demonstrations at the first lecture. All seminars run from 7 to 9 p.m. For reservations and fee, call Cass' Marina at 332-6789.

new pier not for boats

A \$550,000 fishing pier will be built at McNear's Beach Park just beyond The Sisters in San Pablo Bay, but boaters were left out of the plans. On a more positive note, 13 new guest slips have been built in Ayala Cove at Angel Island.

A section of the McNear's pier designed so boaters could tie up and go ashore for picnics would have been welcome, since there aren't many such places in the Bay, but Don Dimitratos, Marin County parks and recreation director, says he "didn't even look into that".

"We would have had to use different funding agencies, and we were afraid there would be problems with boats running over fishing lines," he said. "It would be easier to do a separate pier where boats could tie up and maybe stay overnight. I'd like to develop a picnic area that would be accessible only by boat, but every time I put it in my budget it gets cut. We're in the era of cut-back government. I can't even get \$20,000 to plan it."

The 500-foot fishing pier will be T-shaped and extend about 120 feet into the Bay. It is expected to be completed in March or April, in time for next summer's fishing season. Dimitratos says funding will come from the Buck Fund, county, state and federal sources.

At Angel Island, the 13 new slips bring the total to 49. The addition will be welcome news to boaters who during summer weekends find not only all the cove's slips full but all the 35 mooring buoys, too. The fee is still \$2 a day for use of the slips or the buoys.

Starting in January, a ferry pier and float will be built at Quarry Beach on the other side of the island, the first step toward moving the park entrance there. Moving the ferry dock will leave Ayala Cove a quieter place for boaters.



LATITUDE 38/JOHN R

caribbean

In the past we've written extensively about sailing in Mexico — and we'll continue to do so because that's the destination of an overwhelming number of Northern California cruisers. However, it's not where the overwhelming number of Northern Californians charter — that distinction belongs to the Caribbean. For this — and other reasons that will shortly become clear — we're going to be doing more coverage on the Caribbean. But right now, we're going to stick with the basics of chartering in that region.

The first question potential charterers ask is always the same: "Where should we charter?" We recommend the British Virgins Islands to first-time charterers for a string of reasons.

The first is that it has what most charterers are looking for: tropical air and water, good wind, and a large cruising area well-protected from the open sea. It doesn't hurt that English is spoken and that it's far less crowded than the nearby American Virgins. By less crowded, we mean less cruise ships, less charter boats and less people. You get all that much less for just a 40-minute tropical ferry boat ride.

The British Virgins are also terrific because they're about as easy to get to as anyplace in the sailing Caribbean. All you do is fly to St. Thomas in the U.S. Virgins — the easiest place to get to in the Caribbean — and then hop on the ferry.

(Mind you, any trip to the Caribbean is a long one. You can leave San Francisco on Eastern at 10:00 p.m.; after a stop in Atlanta, you arrive in St. Thomas at about 12:15 p.m. the following day. If you're lucky, you can then catch the 12:30 p.m. *Bomba Charger* to the British Virgins; if not you'll have to wait until 4:30 p.m. for the ferry. Pan American instituted new service from San Francisco on November 1. They leave at 8:00 a.m. and get to St. Thomas at about 10:45 p.m. the same night. You'd then have to stay in St. Thomas until the ferry left the next morning.)

It's certainly true that there are many other fine islands in the Caribbean — we'll be reviewing them in the next issue — but most are a little more difficult for the first time charterer. None of the other islands have as much protected water and few as many good anchorages. Travel to the others is usually more difficult and at several islands French is the working language. None of these are obstacles to veteran charterers — many of whom favor the Grenadines — but combined they can make for a rough transition if you're new at it.

Who should you charter with? Normally we wouldn't make a recommendation because there are a number of fine outfits, but we're going to make an exception this time because we feel one company is so outstanding; The Moorings Ltd., which operates out of their own spacious facility at Roadtown on Tortola. Having spent some time there — on entirely separate business — we were knocked out by what we saw.

An old-timer in an industry where companies come and go, The Moorings Ltd. has been in operation for 16 years. The reason for their longevity is clear; they do things right. Their Roadtown facility includes a resort hotel, restaurant, bar, chandlery, laundry, boatyard, maintenance area and marina. They have nearly 100 charter boats, most of them less than 18 months old. That in itself is quite impressive.

But what really sold us is that every single one of these boats is in better condition than any boat we ever owned. And this was in the middle of the off-season. It mattered not if it was a Moorings 37 or a Morgan 60 — the entire fleet looked as if it were being readied for sale at a boat show. And they're not simple boats. Virtually all of them have refrigeration, hot water showers, roller furling, generators, teak trim — all kinds of goodies that take plenty of attention to maintain.

The bristol condition of these boats is no accident. David Ramdamjam is in charge of keeping the fleet in top shape. He explained that The Moorings employs 25 people who do nothing but keep the boats looking and working at their peak. The times we've been there, these employees were in evidence everywhere; checking refrigeration systems, changing the oil in engines, varnishing cockpit sole grates, servicing roller furling systems, repairing sails,

cont'd on next sightings page

ruse of

Screeeeech . . . WHUMP!

"Oh shit, we've just hit a kangaroo."

That was how the afternoon began for members of the Canadian 12-Meter crew. It was a layday for the boat, so they had rented a mini-van, bought a case of cold ones and headed out to see the "real" Australia, the Outback.

And now they'd upset the ecological balance.

They got out of the car and, not knowing what else to do, pulled the big animal off the road. At least the body wouldn't be further savaged by following cars. As it was, the 'roo



the 'roos

looked amazingly intact. No cuts, no broken bones, not a drop of blood, but quite obviously dead.

Before they left, one crewman grabbed a camera and had two others pose, holding the kangaroo up between them. Click. Hey, that looked great. The next thing you know, the dead kangaroo was wearing a *Canada II* jacket and ball cap, and posing with various combinations of drunk sailors from the great northwest. Click, click, click.

The only thing was, the 'roo wasn't dead. About mid-roll in the filming, his eyes
cont'd center of next sightings page

caribbean – cont'd

vacuuming out returning boats — it was darn near a bee hive. And if you've been to the Caribbean before, you know how rare beehives are.

Having seen The Moorings operation, we were extremely impressed. Then we happened to see the operations of some of their competitors, after which The Moorings looked even better. For example, we went up the road to another well-known outfit. Their operation looked just as we figured a good charter operation in the Caribbean would look; nice, but a little ragged around the edges. Then we taxied on down to Nanny Cay where another competitor is based. We were aghast.

This outfit, which advertises heavily, was in a terrible state of neglect. Mainsheets hanging in the water, hatches that obviously had been open for weeks, filthy bottoms, boats inadequately tied up, running rigging laying all over, sloppily furled sails, sail covers hanging open, varnish neglected and

cont'd on next sightings page



LATITUDE 38 RICHARD

SIGHTINGS

caribbean — cont'd

peeling — and nobody around. What made it so disgusting was that had a single person given a damn about any of these relatively new boats, they could have made the operation look 500 percent better. In fact, we assumed that the operation had gone bankrupt; but then somebody told us it was just off-season. Maybe they'll gussy the boats up in time to make the fleet look good for Christmas, but nobody can tell us these boats get half the care of those at The Moorings.

We haven't compared rates, but it's our understanding that The Moorings charges a little bit more than some companies. Realizing how precious your vacation time and money is, we suspect the extra expense is worth it. These guys do a superb job! If we've wetted your appetite, call them at (800) 535-7289. It won't hurt us if you tell them you read about them in *Latitude 38*.

Naturally, we haven't seen all the charter operations in the Caribbean, and there well might be other excellent ones. If you've used one, please let us — and our readers — know about it.

If you're the adventurous type, there's another charter opportunity soon to be available in the British Virgin Islands that you might want to consider — and that's chartering with *Latitude 38*. You read correctly. For three years now we've been looking to get into the adventure charter business on a small scale but with a big boat. Ultimately, we want to do some charters that aren't available now, but for right now we want to ease into this endeavor.

Why a big boat? A couple of reasons. First off, we think there's nothing as much fun as sharing sailing — as well as boardsailing, snorkeling, swimming, discovering and story telling — with a bunch of other people. And that requires room. Especially if you're over 25 and don't have any complaints about a little personal space and privacy. Small and moderate size boats are sensational for racing, for cruising with two or three and taking groups around the Bay. But if you want to do a little adventure chartering, some room is nice — especially if you can do it for just a little bit more money.

So how big a boat did *Latitude 38* acquire? A boat big enough so three couples could each have their own enclosed stateroom with a sink; a boat big enough so the three-person crew have their own enclosed quarters; a boat big enough so the galley is off the beaten path; a boat big enough so nine people could easily fit in the main cockpit — and six more in the aft cockpit. The boat *Latitude 38* purchased for adventure charters is a once-neglected 15-year-old Ocean 71, which is a modified fiberglass version of Cornelius Brunzeel's old *Stormvogel*.

We're certain a lot of you out there think we're nuts. And, of course, we are. We'd have never started this magazine if we weren't. But we're going to make a go of restoring this boat — some people have paid more for Valiant 40's — hoping to eventually take many of you folks sailing to unreasonably interesting places in the Caribbean, Central America, and Mexico. And, at reasonable prices.

About twenty of these semi-production Ocean 71's were built in the early and mid-70's, and the majority of them were chartered to some extent or the other. The glitzed out ones currently charter — food included — for about \$1300 per person per week on a 6-person charter. We've been too busy replacing engines and systems to work out all the numbers, but we're hoping to offer the same deal — all meals and rum included — for about half that price. This would be about \$500 to \$1,000 less a week than a crewed Moorings 51 and about that much more than a food-equipped bareboat Moorings 51.

Our price would include all food, a captain and two-person crew to take care of the food preparation and sailing you don't want to do, skin diving equipment, boardsailers — all the trimmings. The only other costs would be transportation, which to the British Virgin Islands runs between \$450 and \$800 round-trip, depending on all the restrictions.

Right now we're in the process of acquiring charter insurance and putting the boat back together. We hope to be ready to roll by mid-December. If

cont'd on next sightings page

ruse of the

popped open. This startled the nearest guy, who let go quick. The 'roo stumbled drunkenly into the others, who scattered soberly in all directions. Wouldn't you have liked to know what was on that kangaroo's mind when it came fully back to its senses — standing there wearing a ball cap and bright red *Canada II* jacket, surrounded by five drunken sailors?

For several seconds, nothing happened. Then the guy wearing the t-shirt broke the spell. "Good boy, good boy, let me have the jacket back." The 'roo bolted, the men scattered. T-shirt gave short but futile chase. In an instant, the kangaroo and the jacket disappeared back into the bush. The jacket, of course, contained the guy's wallet,

"AMBUSHED IN
THE OUTBACK"



'roos — cont'd

passport and all of his money.

Editors Note: We suspect that the fore-going may have once had some basis in fact, but that it currently thrives as a "funny thing happened on the way to Perth" story used by all visitors. We originally heard it about Canada, but have since seen it attributed to both Lowell North (he propped the 'roo against the car to take the picture) and part of the Italian team. If by some incredible cosmic coincidence these incidents, and the ones that will surely follow, are true, the kangaroo population around Perth stands to make enough in the next few weeks to put their own 12-Meter (with its secret "pouch" keel) on the line for the second round of eliminations.

caribbean — cont'd

you're interested in chartering the Virgins with *Latitude 38* — or Mexico in late spring — call Elaine at (415) 383-8200. We'll have more information on chartering. — and the entire Caribbean — in the December issue.

(By the way, having acquired this new charter boat, we're more than eager to sell our old sweetheart, *Contrary to Ordinary*, the Freya 39 that served us so well for some many years. For information, call the same number above or your yacht broker).

a 'thank you' for the coasties

A Coast Guard helicopter will hoist a "victim" out of the water in front of Corinthian Yacht Club in Tiburon at 2 p.m. Sunday, November 16, as part of the club's Coast Guard Appreciation Day.

Also, Coast Guard ships, including an 82' cutter, will be available for public inspection at the Corinthian dock. The annual event is the club's way of thanking the Coast Guard for being there when any of us get our fannies in trouble.



GOLDEN GATE CHALLENGE

*The time has come, the walrus said, to talk
of many things,*

*Of rudders front, and rudders back, and a
keel bulb without wings.*

— with apologies to Lewis Carroll

Forget *Cats*. Who cares how Bobby got back on *Dallas*? *Crocodile Dundee* — G'Day, mate, but no cigar. In case you don't know, the best show in town is being produced right here in San Francisco. It's called the Golden Gate Challenge.

The setting for this modern epic of lust, power, high finance and burning desire is Fremantle, Australia. The players: Eighteen 12-Meter boats and crews vying for yachting's most coveted prize, the America's Cup. The plot: an underdog, obscure boat from the wrong side of the Mississippi sets out to do the impossible: win The Cup and

bring it back to San Francisco. There's intrigue — a keel that's not a keel; special effects — two rudders which also serve as glorified centerboards; suspense — will the heroes triumph over adversity, in other words, figure out how to sail the damn thing in time to win?

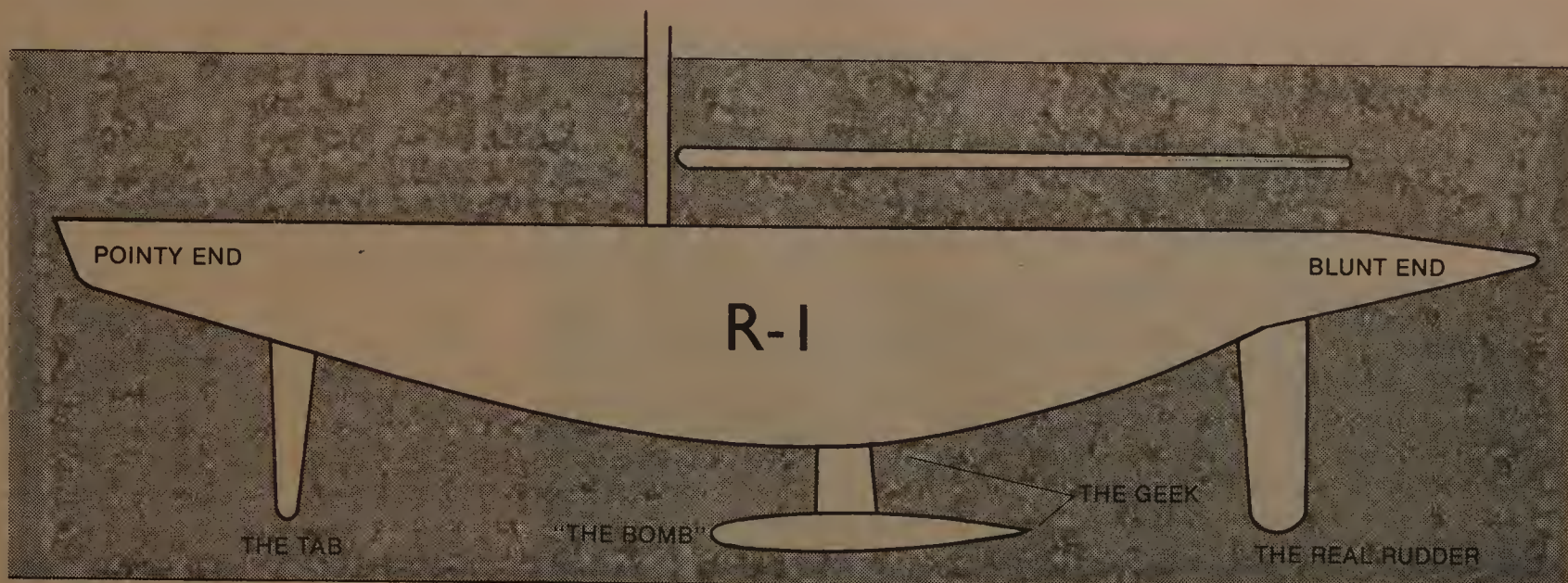
The star of the show at this writing is "the geek". On most boats, this appendage is called a keel. On *USA*, it qualifies only in the respect that the bulb at the bottom contains about 40,000 pounds of lead. Distinctly unlike all other keels we've ever seen, the . . . um . . . "strut" that attaches the bulb to the boat provides almost no lateral resistance. In other words, it does nothing to prevent the boat from slipping sideways.

That duty falls to the supporting actors, the front and rear rudders. At this point in this fast-moving month, the confirmed existence of a forward appendage is old news. But it was not until an hour-long, tell-all documentary on October 22 that the true multiple nature of the dual rudders came out. Their duty is threefold: to steer, to trim and to keep the boat from going sideways. The idea behind the whole underbody concept is to reduce the wetted surface. The less boat you have under the water, the less drag and the faster you go.

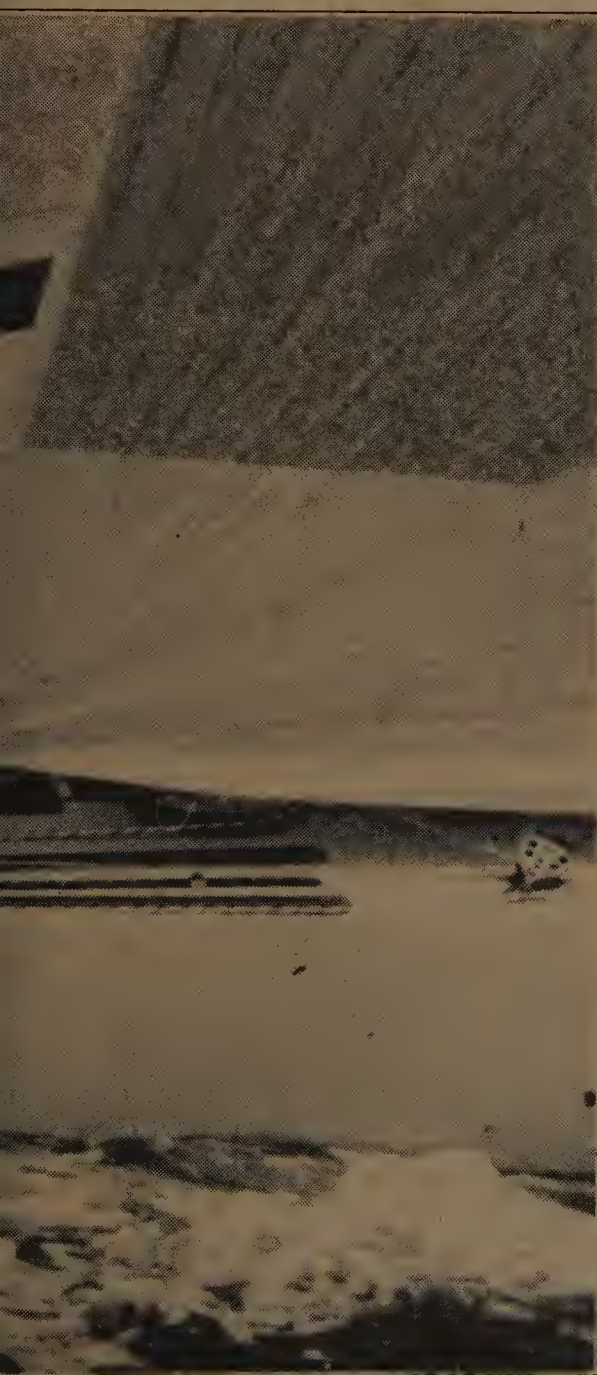
If this is all as clear as mud, just be glad



UNDERCOVER NO MORE



Above, when they said revolutionary, they weren't kidding. Below, it's smoother sailing for Blackaller and crew since the steering has been revamped.

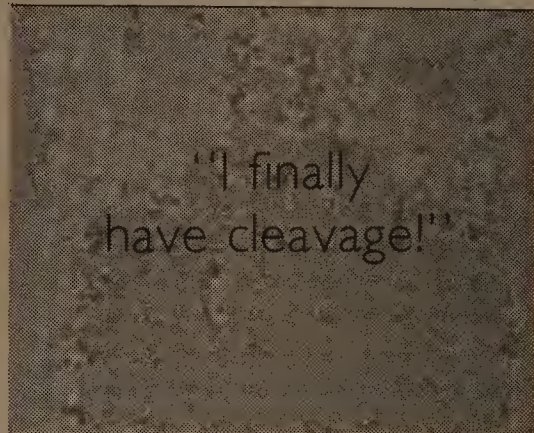


you're not charged with sailing it. The computers and tank tests call the configuration optimal. R-1 skipper Tom Blackaller calls it "the beast". Simply put, R-1, the syndicate's "revolutionary" boat, doesn't feel or react like any other sailboat. Initial feel through the two steering wheels, one for each rudder, was minimal and confusing. One minute, the boat would go like hell, the next it couldn't get out of its own way. Other boats could outpoint R-1, but none of them could crab diagonally to weather (at a slight loss in speed) like the boat from the Bay. R-1 doesn't want to round up — even during a pole-against-the-headstay spinnaker reach. But it did like to "spin out" occasionally during mark roundings. When that happens, as often as not, "We start sailing sideways," says crewman Scott Easom. "There's actually a wake off one side and a little bow wave on the other." Needless to say, learning to sail R-1 has caused a few embarrassing moments, a lot of inconsistency, and the loss of at least three races.

Right here, however, we're reminded of a quote from a famous football coach (whose name we can't remember, of course). "Football is like sex. When it's good, there's nothing better. When it's bad, it's still better than anything else." Even at its worst, USA has had impressive moments. In race one, Blackaller traded the lead six times before losing to Harold Cudmore's *White Crusader*. USA came back to take race two over the hopelessly outclassed *Courageous IV*. They lost the next three races, to *New Zealand* by 1:42; to *America II* by 1:34; and to Dennis Connor's *Stars and Stripes* by an agonizing six seconds — about ten feet. It is worth noting that their only losses were to the top four finishers in round one; that all losses were by small margins, and that all were attributable, at least in part, to steering problems.

After race four, Blackaller had both rudders hooked to a single wheel. The boat now steers somewhat like an articulated vehicle, except that the rudders can still be independently preset to their optimum angles for the particular point of sail. The combination proved a winner and R-1 won its remaining seven matches handily.

As important as the wins was the effect the turnaround had on crew morale. Here are a bunch of guys, excellent sailors all, who have taken a year or more out of any semblance of a normal existence to go to Australia and sail . . . sideways? "It was pretty depressing at first," says Scott Easom. "I really thought at one point that they were going to fly me

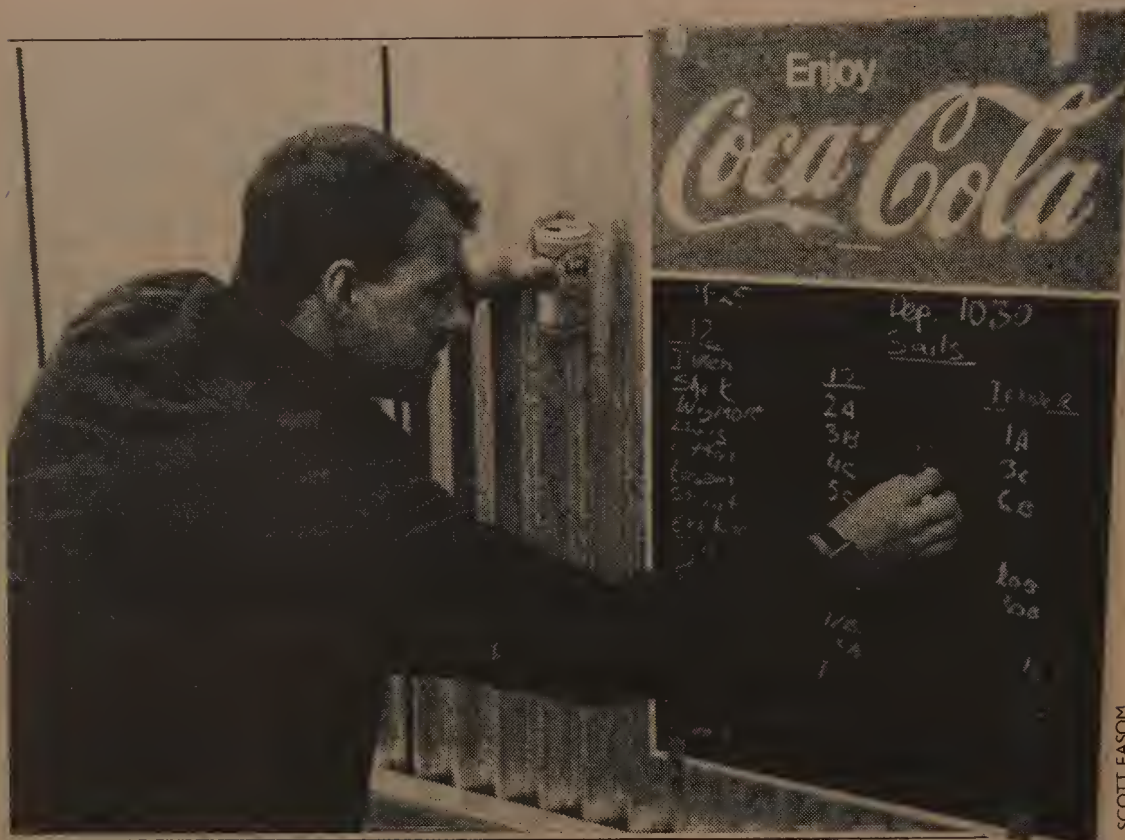


back to get the keel off E-1" (the first USA). "I envisioned myself at the ticket counter going 'Only one piece of luggage to check, ma'am. Weight? Oh, about 60,000 pounds'. . ."

Fortunately, that wasn't necessary. In fact, R-1's crew came out of round one so pumped they were sorry to quit racing. They had finally cracked the code of the geek and the blades and they were ready to get on with the program!

Getting on with the program at home, the syndicate collaborated with KRON-TV to run that hour-long documentary. In a com-

GOLDEN GATE CHALLENGE



flex, nothing else would have worked. "Without the contribution of Hercules," says syndicate physicist Heiner Meldner, "we could not have built this boat."

What does the competition think of all this? They're talking about it, you can be sure of that. And with the steady improvement of USA's performance, you have to think they're getting just the least bit worried. Most comments for publication have been guarded, however. "If USA wins the trials, she'll win the Cup," says *White Crusader* skipper Harold Cudmore. If that's too doublespeak for you, John Bertrand (the man who skippered *Australia II* to victory in 1983) went on record as saying USA could represent a breakthrough in 12-Meter design. He added that our crew has shown the steepest learning curve of any syndicate in attendance, and that R-1 poses a real threat to take the Cup back. Buddy Melges,

plete about face from the past year, the syndicate told all and showed all. (Well, a lot, anyway.) There for the world to see was the geek, its bulb ("the bomb"), looking for all the world like a surplus belly tank off a P-47, and the two nine-foot rudders. All wore grey/green camouflage paint to make them harder to see through the murky Bay waters.

(When the boat got to the clear waters of Australia, a new color scheme had to be found. After a few days of research, it was determined that dark blue of the shade of *Stars and Stripes* blended in perfectly with the deep indigo of the Indian Ocean. So the bottom was sprayed Dennis Connor Blue. "The next day, we went out and sailed over a white sand bottom, and the helicopters swooped on in," says Scott Easom. "You could have taken line drawings off the pictures they got.")

Speaking of camouflage, the Golden Gate syndicate also disclosed details of their disinformation campaign on the broadcast. Most of it consisted of strategic and usually false leaks to the press. But the creativity knew no bounds. The "wings" reportedly seen under the cover when the boat was lifted onto the ship that took it down under were nothing more than 2X4s bolted at enticing angles onto the geek. And then there was that damn front rudder. While in the Bay, small, white rudderlike silhouettes were painted above the camouflage on both the front and back. That way, the reasoning went, when the boat bounced off a wave, a casual observer would see a much smaller

Keeping tabs on all the sails is no easy task.

rudder than was really there. This may sound far fetched, but it worked on us.

We now know how Khadafy must feel.

So why let the cats out of the bag now? Two reasons. One, it's too late for any of the other challengers or defenders to capitalize on the design. "At this point," said Gary Mull at a recent news conference at the St. Francis YC, "we could send them the drawings and they wouldn't have time to duplicate them and learn to sail the result." The second reason is money. The syndicate's war chest is still about \$2 million shy of meeting its \$10 million budget. More on that later.

On a related subject, however, the above mentioned news conference was called to announce another corporate sponsor, the Hercules company. Where the revolutionary R-1 design is concerned, what this Delaware-based multinational contributed may be more important than money. Hercules manufactures Magnamite, an epoxy-graphite composite that is stronger than steel, lighter than aluminum and stiffer than titanium. Dark gray Magnamite is used in the space shuttle, MX missile and nearly every aircraft, military and commercial, in the free world. It also forms the chassis of the last two Grand Prix-winning McClaren race cars, and about 90 percent of the Voyager airplane that will attempt the nonstop 'round the world flight.

On USA, both rudders and their shafts are Magnamite. Considering the unbelievable loads they have to endure with minimum

DEHUMANIZING

At 10:30 we lower the huge steel door and expose USA to the Indian Ocean and all it has to offer us on the final race day of the long awaited October trials. Later the call is given to tender driver Mik Beatty to cast off. It's 11:15 but the official crew information board at the head of the dock shows that the scheduled departure time was 11:00. Instead of Blackaller ranting and raving about the crew not being ready, it was the crews' opportunity to voice our dissatisfaction with the hierarchy. "Let's go! Come on, we're late! What the f--- is the hold up?" Seconds later Blackaller, Cayard and Keefe emerge from the salon of the tender *Trojan Lady*. Blackaller steps on board and the dock lines are released as if they were on fire. Mik gently urges USA out of her pen; at a mere 60,000 pounds she resists at first, then she begins to slide forward. As the speed builds coming out of the pen, the shore support crew and the sailors that are out of rotation give words of encouragement and the ever popular "High Five".

Today we race the *French Kiss*, who also happens to be our next door neighbors on Syndicate Row. The *Kiss* had left the dock about an hour or so earlier. Their departure was augmented with battle cries and cheers all loud enough to be heard by all of us at the USA compound. The French had paid little

UNDERCOVER NO MORE

skipper of *Heart of America* is more pragmatic: "R2D2: the boat you can parallel park."

Officially, *USA* came out of the October trials tied at eight wins and four losses with Britain's *White Crusader*. Tied at 11-1 are the three leaders, *Stars and Stripes*, *America II* and *New Zealand*. Each boat received one point for each win in October. Other big stories of the month were the withdrawal of the *Courageous* team for lack of funds and a competitive boat; and Dennis Connor's challenge to the New Zealand camp to prove their boat was legal. This involved taking core samples from the Kiwi's fiberglass hull, the first ever entered in America's Cup competition. The challenge was voted down by the other challenger syndicates, which closed the matter for the present. Except that locals now call Connor's boat "Stirs and Gripes"

Meanwhile, at the defenders trials,

THE ENEMY

or no attention to us since our arrival in Fremantle. After all, we were (by their standards) late to arrive; and we had a very new boat that was proving difficult to handle. Why worry? As the French came in from sailing each day prior to the series, all they had to do was look over at us to see the welding machines, drills and the crew working on *USA* as if it had just come in for a pit stop at the Indy 500. Losing the first three races did nothing to improve our image, to say nothing of the fact our boat was a freak.

The tow to the course takes about an hour at 10 knots. Towing a 12 meter at 10 knots through a seaway sends the crew scrambling below. Now with all but one or two crew members below, finding a place that doesn't leak is the next chore. Some of the guys use the time to catch a little sleep on top of one of the six or seven spinnakers. For others, it's the boys club. Topics range anywhere from women to what kind of cookies were in the lunch box. Today was a bit of an exception. We didn't want to come back to the dock losing to the *Kiss* from next door — especially after their pre-departure attempt at a psych job. We wanted these guys bad! For me, the ride out was a chance to review my responsibilities on board and to get myself psyched up. For an hour I lay on the floor right underneath a healthy flow of water from the

both *Kookaburras* have the Bond syndicate biting its collective nails. The two boats, backed by Perth businessman Kevin Parry, are very fast, and have handed defeats to both *Australia III* and *Australia IV*. And talk about high-tech. The *Kookaburras* have cameras faired into their masts. The three cameras each monitor their own draft lines, and the information is fed to sail trimmers via computer readout. As we go to press,

Kookaburra III is undefeated in three races. *Australia IV* and *Kookaburra II* are tied at 2-1.

Race coverage is extensive in the local media, and the soon to be shown KRON tape is sure to add to the furor. In fact, one of the most popular miniseries in Australian TV history aired last month. Its subject, the Australian victory in the 1983 America's Cup. We have reports that the series was well acted, except for the guy who played Dennis Connor. The real Mrs. Conner loved her character, though, exorting "I finally have cleavage!"



R-I (right) and E-I on one of their last trial races before R-I headed down under for the real thing.

mast collar to each his own.

Down below is little more than a locker room before the race. We sit in solitude waiting for the moment when the boat slows, telling us we're at the starting area. The hatches open and we hit the playing field ready to take "them" on. As we climb through the two forward hatches and get into our respective positions we're ready to pummel those "quiche-eating frogs". Just like war, we dehumanize the enemy.

Tom, Paul and Craig, the afterguard on *USA*, go over the wind direction, speed and the latest weather report that we just received from ashore. "No worries", we protect the left today. Then it's the call on which main to use: 20B, 30C or 10A. Paul makes the call for 20B. The 10A is on deck. Craig Healy gets on the radio. "USA to *Sourdough*."

"This is *Sourdough*."

"Yeah, we'd like the 20B (main), 12A

(spinnaker), 14B (spinnaker) and you'd better hurry."

The *Trojan Rubber*, which is our inflatable, beelines it for the *Sourdough*, which carries all the sails out to the course. Hogan Beatty and Oddjob get the sails off the *Sourdough* and onto the inflatable ASAP, and three minutes later we have the sails required. The 10A main is dumped into the *Trojan Rubber* and is taken back to *Sourdough*.

Putting the main on takes about 10 minutes and takes 11 guys to hoist fast. The call is made for main up. Mik, who still has us under two, is given the word, "port tack hoist". He veers to starboard. The main halyard is brought aft to my starboard primary, and it's "up on the main". The four grinders begin to burn the handles. "First spreader... second spreader! Jumpers — six feet, three feet, one foot, stop!" I stop the halyard at the predetermined mark, then ease it down two inches until I feel the click. Craig gets on the radio, "On the hook." Mik accelerates to five knots then stops. The tow

GOLDEN GATE CHALLENGE



COMPLIMENTS 'THE WEST AUSTRALIAN DAILY NEWS'

Between now and the beginning of the November trials, R-1 is due to receive "second generation appendages" and other updates. The first apparently refers to lighter weight rudders; the latter, nobody's saying. "We said that even with the drawings they couldn't do anything," says Mull. "But why take chances?" Similar updates are due to prepare for the December trials. In case

Starfleet Command, Fremantle.

January 29.

you've forgotten, the November trials count five points each; in December they count 12 — as much for each race as for the whole October series. The winners of these heats race each other in January. The first of seven races for the 1987 America's Cup begin

Weatherwise, Fremantle has yet to stabilize. October's light (10-12) and shifty winds should build in strength and consistency as Australia swings into its summer. The "Fremantle Doctor", a 20 to 25 knot wind very similar to our summer wind except

DEHUMANIZING THE ENEMY — CONT'D

line goes slack. Bowman Scott Inveen releases the tow line and yells, "Off the tow."

Tom takes *USA* hard to starboard to avoid the slack towline then yells, "Okay, girls, I want your total attention for the next three hours and 47 minutes. Okay!"

All of a sudden, the French are interested in *USA*. They are now circling the boat with their tender as we start to sail upwind before the start. They got very close to the bow to take pictures of the bow rudder. We stay cool. The "bird" would be appropriate at this time. "Ignore them," I hear from the back.

The starting sequence begins with a 15-minute gun, then at the 10-minute gun yachts must "dip" the line from opposite ends. You are assigned an end before the race. The 10-minute gun sounds right as we dip. *French Kiss* is coming at us on port from the leeward end. I take a few deep breaths, spit on my gloves and give words of encour-

agement to the grinders. More dehumanizing comments come from the port tailer Russ Silvestri.

The circling begins with about 15 feet between us. The winds are moderate and a turn made too fast could leave one boat virtually dead in the water and easy prey for the other. Paul and Tom seemingly never take their eyes of Marc Pajot, the skipper of *Kiss*. The orders are given to the sail trimmers. "Slow!" The sails are eased to the point of a half luff. "Stall!" The sails are luffing... we're luffing head to wind and the genoa sheets are pulled up to keep the grinders from getting whipped with 5/16 wire. The noise is deafening. The clock is winding down. Neither boat has been able to gain the advantageous position on the other. We settle for an even start. *French Kiss* to weather off the quarter. *USA* ahead and to leeward. As the starboard tailer on starboard tack, I

lean out of my pit to become the grinder of the mainsail while all the time reading the speed out loud to Russ who is trimming the genoa. By reading Russ the speed and its up or down trends, Russ does not have to remove his eyes from the genoa.

As we cross the line the speeds are the same... a couple of clicks in on the main sheet and *USA* starts to sail high and faster. "We're higher but they're slower," Paul says.

We sail up underneath *Kiss* and force them to tack. We tack right on top to cover. By now the adrenalin flows like the beer at the Sail and Anchor, a popular local bar in Fremantle. We sail on port for awhile, higher and faster than our very competitive rival. We heard *Kiss* to the right on a course that favored the left. The attempts by the French to gain ground by engaging in a tacking duel resulted in greater gains for the *USA*. The margin at the weather mark was more than

RALLYING TO THE CAUSE

If USA brings the America's Cup back to the Bay, the 1991 challenge could infuse the local economy with upwards of \$1 billion. Since it would take place on the Bay, it would be the first challenge in the history of the Cup viewable by shoreside spectators. An estimated 500,000 people would watch it. That's more than Woodstock, the Super Bowl and the World Series put together! Heavy stuff. Our gratification is more short term: We hope they do it just because we like winning sailboat races.

If you are inspired to do something to help the Golden Gate Challenge, here are some ways you can contribute.

- ✓ Direct contributions. Send checks or money orders to Golden Gate Challenge, 3737 Buchan St., San Francisco, CA 94123.

- ✓ You can automatically donate \$2

just by calling 976-1987 for regular updates on the challenge. If you stay on the line, you can also enter a contest to take a sail on USA when it returns to the Bay. You can also make a credit card contribution at the end of this call.

- ✓ If you enjoy wine, both Domaine Chandon and Robert Mondavi wineries are Golden Gate Challenge sponsors. For every bottle of 1982 Chardonnay sold, Mondavi will donate \$2 to the Challenge. Domaine Chandon has pledged \$1 per bottle for their Chandon Sparkling wine. Both are ideal for toasting R-1's victories down under.

- ✓ Winterland Productions offers a whole array of Golden Gate Challenge shirts, visors, posters, pins and other items. Royalties from the sale of any of these items goes directly to the challenge. You can reach them at 648-7700 or toll free at (800) 367-7625.

that it comes from the southwest, has made only a few house calls so far. On the other end of the scale, several race days were canceled when the wind shrieked through at speeds approaching 50 knots. (Officially, races are postponed when the wind reaches a steady 28.) Right now, the boats are optimized for light wind. They'll go to smaller,

one minute, and they never threatened again. We took the race by 1:20.

It had been a great day. Thanks to the contributors to the Golden Gate Challenge, we ended the first series 8-4, with a winning streak of the last seven races. We know it's early, but the boat is responding well to the modifications made after the first three losses. At this time, USA is by far the fastest 12 meter in the world... downwind. The necessary modifications to get her up to speed upwind have to do more with the complex steering system than hull modifications. The modifications are being made now. Looking forward to the next series, we've drawn five early races which should be easy and this will give us more time to sail the boat and gain points before sailing against the top contenders at the end of the November trials.

— scott easom

heavier sails as the series progresses.

The biggest obstacle now facing the Golden Gate Challenge and most other syndicates is not wind or equipment, or even the competition. It is money. Through corporate and individual donations, the Golden Gate group has raised \$7.9 million of the \$10 million they need to see this thing through to the end.

Before we make a pitch, though, we need to editorialize for just a second. We'll be honest with you. We didn't think R-1 was going to do that well. Nothing personal, you understand. We thought they were well intentioned and megatalented, and we certainly wished them all the luck. But words like "revolutionary," "ultimate," "fastest one of its kind," are thrown around so casually in this business that you become jaded to them. Few boats live up to the claims.

So when the rumblings started last year about "evolutionary" boats and "revolutionary" boats, we just smiled, nodded, reported — and waited. Boats appeared, but they didn't look either evolutionary or revolutionary. From the water up, they looked like every other 12-Meter ever built. We weren't allowed to see what was underneath. We were assured, however, that what was down there would knock our socks off. "The next logical step in 12-Meter design," they said.

Sure, guys. Keep us informed.

They did. We listened and watched. The boats looked pretty, the fluff flowed freely. Maintaining a professional distance was easy. How can you get into the meat of a story, when all they give you is lemon meringue? Our reporting remained neutral; factual when it could be and fun when we weren't sure.

Not any more.

In only the last few days, we've become believers. For the first time, we've seen the boat. For the first time, people are talking to us in real-world terms — and about the problems as well as the breakthroughs. For the first time, we empathize with the secrecy (although we still feel it's been carried to ridiculous extremes — after all, we're on their side!). And for the first time, we sincerely believe that the Golden Gate Challenge has the boat that could bring the America's Cup back to a new home — San



Scott Easom in the rigging shed.

Francisco Bay.

If you share any of these perceptions, we hope you'll rally to the cause in one of the ways outlined elsewhere on these pages. If you get ESPN, be sure to tune in to their America's Cup coverage every Wednesday at 8. It's well done. On a daily basis, the *Chronicle* offers excellent updates and insights. Of course, you're holding the best source of monthly information (modesty was never our strong suit) in your hot little hands as we speak.

Like we said, it's the best show in town. But if the good guys win, it won't hold a candle to the sequel.

— latitude 38 — jr



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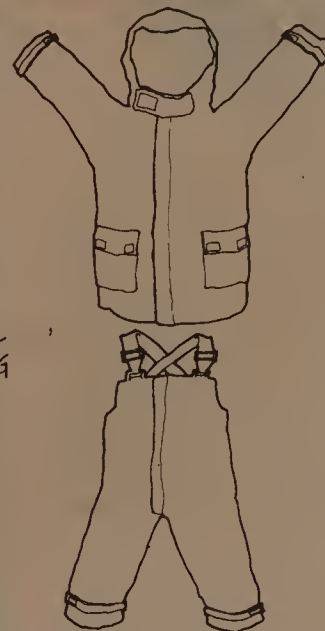
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A NORTHERN

A certain marine technician we won't name says he started thinking about getting a new boat heater the night he invited a lady friend over for a romantic glass of wine in front of his bulkhead-mounted fireplace.

He hadn't used it before, and he says there must have been some problem with the draft or the chimney. It started getting smoky



The HiSeas fireplace is a standard among boat heaters.

up near the ceiling, and then the smoke layer started getting thicker.

"Pretty soon we were hunched over to escape the smoke," he says. As the smoke got lower, talking became kind of difficult coughing down near the floor, so she said thanks for a nice evening and headed for the door, or hatch.

He tried a portable electric heater, but the current gets a little weak out on his dock, and he noticed visitors — including lady visitors — kept their coats on. Clearly, something had to be done.

Two winters ago he installed a forced-air diesel heater with several ducts to carry heat around the boat, and he says those chilly evenings have brightened up considerably.

His heater is mounted under a seat and is about as big around as a football, but a little longer. It uses the same fuel as the diesel engine, works on a thermostat, draws about as much electricity as a light bulb and sells for about \$1,600.

Maybe it seems too early to be thinking about cold-weather sailing, but somehow

summer is gone again and it's time for Monday Night Football, polypro underwear and hot drinks with rum. Of course, there are lots of ways to keep warm. There's the old flower-pot-on-the-galley-stove trick — the pot gets hot and radiates heat out into the cabin. If the model you have is designed for it, you can heat with your cooking stove and cook on your heating stove.

There are electric, kerosene and propane heaters, some that drip diesel fuel and others that burn it under pressure. Some are just old-fashioned pot-bellied stoves that burn wood or coal. Like with most things on a boat, there are compromises everywhere.

Pressurized diesel forced-air heaters keep the boat warm efficiently but they use electricity, there is a faint fan noise and they're a tad pricey.

Some of the most familiar heaters are the HiSeas and Dickinson diesel models that work on the "drip" principle. People who have them say they're reliable. Diesel oil drips onto a hot piece of metal, vaporizes and burns. Fumes go up the chimney and heat radiates out into the boat. Pretty simple.

Radiant heaters warm up the area around the stove, but rely on the boat's ventilation or a fan to move heat to the other cabins. Dick Miller, who sold boats and ran marine supply stores in Sausalito for nearly 40 years, lives aboard a 42-foot wood boat with a combination diesel heater and galley stove.

"I get up at 6, light the stove, then go back to bed until the boat's warm," he said.

In warm weather when cooking on the heater might make the boat too warm he cooks on a two-burner kerosene stove.

Jim Gill has been living aboard his 53-foot ferro-cement ketch *Mary January* for 10 years, but he's still searching for the perfect heating system. He started out burning wood in a 1916 Sears and Roebuck pot-bellied stove, and Jim says the advantages were simplicity — he would pick up driftwood for fuel — and it really put out the heat. It would glow bright red and even seemed to be translucent at times. But the heat was uneven.

"You'd stoke it up and it'd get hotter'n the devil," Jim says. "As it burned down it would kinda cool off, so you'd get hot and cold cycles."

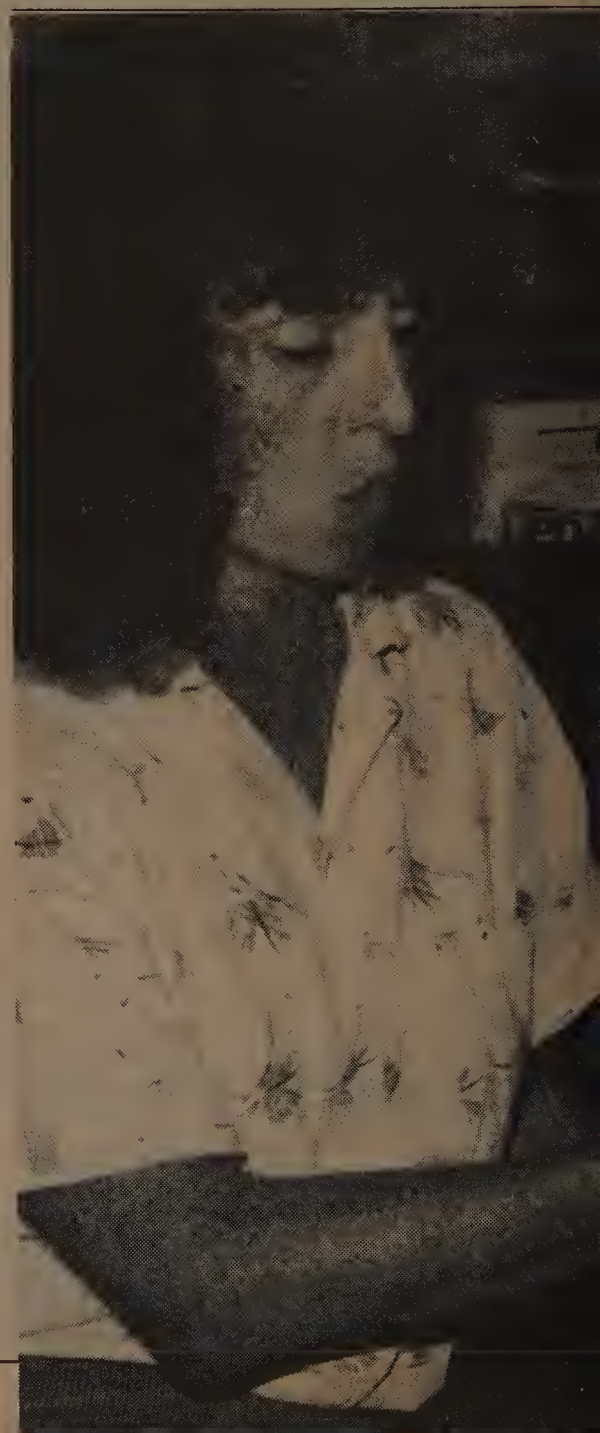
To keep people from lurching into the hot stove while the boat is under way, Jim built a cage around it out of inch-and-a-half pipe. The nearby bulkhead is protected by a half-

inch of insulation similar to sheet rock and then covered with tile.

He tried burning coal in it, but the inside of the boat soon got covered with soot. Wood and coal both left ashes to be carried out. A compartment next to the stove held wood and coal, but it wasn't enough for a long trip. Jim says during one cold spell he burned 200 pounds of coal in a week.

Jim worried that the potbelly's walls were getting a little thin with age, so two years ago he installed a diesel heater. A small pump supplies fuel from the engine's main tank, and a fan increases the draft for a hotter fire. Jim says it burns about two gallons in a

Sandi Mikesell has found back issues of 'Latitude 38' are great for starting fires.



CALIFORNIA HEAT

24-hour period and the electricity drain is "minimal".

The heater has a cast-iron top about coffee-pot size with one of those round lids you lift up with a little handle in order to light it. A strong gust on the starboard tack once sent the lid flying across the boat when the sail funnelled wind down the chimney. Jim says he bolted a stainless steel shield onto the chimney to keep that from happening again, but he says he's still looking for a chimney that will let the smoke out but will keep drafts from coming in.

He found a four-inch stovepipe let too much heat escape up the chimney, so he switched to a three-inch pipe with a damper.

"One of the problems with this type of stove is the heat remains localized," Jim said. He plans to try a small electric fan to

push the heat around the boat. But overall, he's pleased with the heater. He doesn't miss carrying out the ashes.

Betty Yett of Sausalito has had electric, propane catalytic and kerosene heaters in the 15 years she has lived aboard various sailboats. She recently acquired an Espar forced-air diesel heater for *Buena Vida*, her 48-foot Sparkman and Stephens designed

yawl, and thinks it's like she's "died and gone to heaven".

She says the electric heaters were the least satisfactory because they would blow the dock power circuit breaker, knocking out the hot water heater, battery charger and lights, too.

"You can walk on the beach and pick up driftwood."

The bulkhead-mounted propane catalytic heaters warmed the boat okay, but Betty worried that they might set fire to anything that got too close. Propane heat is also humid, Betty says — not as wet as alcohol, but wetter than kerosene. The new diesel heater is the driest she's owned.

Sandi Mikesell remembers well the first time she used her Ratelco wood-burning stove. "I was sailing a Laser with my niece and we tipped it over," she remembers. "I was standing on the daggerboard and couldn't figure out why we couldn't get it to come back up. Then we realized the tide was really low and the mast was stuck in the mud."

Sandi lives on an Ericson 35. "We were both soaked and by the time we got back to the boat we were freezing. We built a big fire and warmed up with hot chocolate and rum. There's nothing like Ratelco and rum."

Sandi found out what happens when you build a really big fire in a small heater: the heater turned bright red and the metal door warped a little. Now it leaks some smoke into the cabin. She's in the market for a new one.

"It's great," she says. "If you're out cruising somewhere you can walk on the beach and pick up driftwood." Other times she leaves a cardboard box at a cabinet shop where a friend works. Workers toss in wood scraps, and she picks them up. In addition to this magazine's high literary qualities, Sandi notes that back issues of *Latitude 38* seem to have superior burning characteristics, especially in comparison to certain slick-paper sailing publications. Some well-read issues have found their way into her Ratelco, starting many a cozy fire.

In response to a little blurb we ran in the last issue, several people called with heater stories. Marvin Burke of Novato said he sailed to Bodega Bay on a friend's boat about three years ago and dropped the hook. The weather turned nasty and they decided to wait until morning before sailing back to the Bay. They fired up the boat's drip diesel heater and went to sleep.

A NORTHERN

Marvin woke up in the middle of the night with what he thought was the worst hangover headache he's ever had. "Then I



A Balmar 180 diesel cabin heater.

remembered I hadn't had anything to drink," he says, and he noticed that the air smelled "real bad". He woke up the other two people on board. They opened the hatches, soon had the boat aired out and everyone felt better. Apparently a gust had come down the chimney and blew the fire out. Then some fuel kept dripping on the hot vaporizing element in the stove and filled the boat with smoke.

"I took about five aspirins and went back to sleep," Marvin said. "But I swore I wouldn't have anything to do with them anymore. I think we all would have died if I hadn't woken up." Some manufacturers, including HiSeas, advertise a safety feature that shuts off the fuel if the fire goes out. HiSeas also has a fuel control designed to



Espar diesel heater installed under seat in aft cabin.

function despite boat motion.

Bill Mittendorf of Belvedere shared some of his experiences sailing in cold weather. He says on one trip up the coast on a 40-foot boat they suspended a portable kerosene floor heater in the cabin and vented it out the skylight. "It burned a gallon every 24 hours and kept the whole boat warm," he says. "It was dirt cheap and put out a lot of BTUs, but the vent is the key. If you don't vent it it will kill you."

Bill points out that liveaboards have different considerations than people who want to heat a boat under way. For instance, people living aboard may want a heater that will work unattended all day so the boat will be warm when they come home. Electric heaters that plug into shore power or forced-air diesel heaters with thermostats would probably work best for that. Wood or coal stoves need to be fed every few hours, so

they couldn't keep the boat warm unattended, but they would be fine while the boat is under way because people would be around to tend them.

"Then if you get wet you can hang your clothes over them to dry," he says.

Before we go further, let's emphasize venting. Just about every winter we read about some poor soul who brings a charcoal hibachi aboard to warm the boat, closes the companionway hatch real tight, and then goes to sleep and never wakes up. Please make sure you're getting some oxygen along with your heat.

Some familiar names in boat heaters are HiSeas, Dickinson, Ratelco and Espar. Dickinson was bought by Balmar Products Inc. about two years ago. HiSeas heaters are made by Marine Heat Corp. The Ratelco stoves are now made by Ballard Sheet Metal Co. All those firms are based in Seattle. They make heaters that burn wood, coal and diesel fuel. Espar, based in Canada, is part of the international Eberspacher firm. Espar makes forced-air heaters that burn pressurized diesel fuel. There are lots of other manufacturers.

Electric heaters used on boats are generally the same ones sold for home use. There are too many brands to list. Some features to look for, in addition to the BTU output you need, include a device to turn the heater off if it tips over, plus a setting to run just the fan to air out the boat on summer days.

Safety, comfort, reliability and price are things to consider in buying a heater. To find out how big of a heater you need, figure out the volume of the cabin. Multiply length times height times width (this sounds like one of those "word problems" from arithmetic class). That gives you the volume — more or less — in cubic feet.

Heaters are usually rated in BTUs, or British Thermal Units. A BTU is the amount of heat needed to raise the temperature of one pound of water by one degree Fahrenheit (there may be a quiz on this later, so take notes).

Multiply the volume by 10 or 12 to give you the approximate BTU output you will need. But there are lots of other factors to consider, including the insulation in your boat, how many portholes it has and the number of separate cabins.

There are plenty of opinions on boat heaters. "Get three guys talking about it and they'll recommend three different heaters,"

LATITUDE 38/BILL



LATITUDE 38/BILL

Jim Gill and his Dickinson heater. Note the pipe railing.

"A lot depends on the individual boat." If said Ralph Morgan at Svendsen's Chandlery in Alameda. a boat has good air circulation, a radiant

heater will work better than on a boat with lousy circulation. Ralph recommends solar-powered ventilators to help keep the air moving. A boat with fresh air flowing around will also be drier.

Condensation became a factor as fiberglass boats replaced wood ones, but the newer cored fiberglass boats have less condensation because the wood or plastic core acts as an insulator. If your boat tends to "sweat" a lot, you can buy thin sheets of closed-cell plastic foam with a washable textured coating on one side. When you glue it to the exposed fiberglass in the cabin it insulates, deadens sound and reduces condensation. An insulated boat, obviously, will require less fuel to keep it warm. The kind of boat insulation we've seen is called Somvyl Vinyl Lining and it's produced by Torin, Inc. of New Jersey.

Like we said, though, there are compromises everywhere. For those who don't live aboard, putting a heater in your boat



LATITUDE 38/JOHN R

Young lady demonstrates the "warm hands" position.

might actually spoil the fun of snuggling up with a friend to keep warm while sailing the Bay on those winter days just ahead.

— latitude 38 — bp

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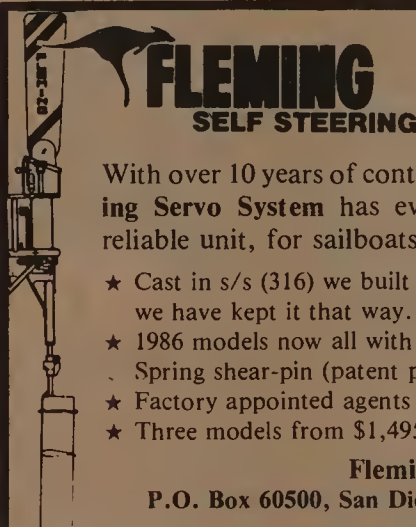
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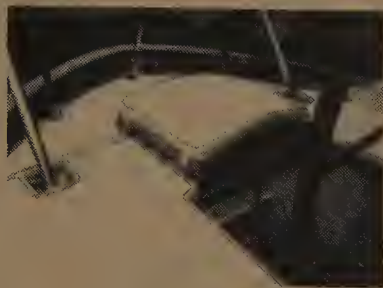
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1986

Tommy, Dennis, Paul and John weren't there this year, but they ran the St. Francis YC Big Boat Series anyway. Life goes on even when the rock stars aren't around. Blackaller, Conner, Cayard and Bertrand are off chasing the holy grail Down Under, which left the Bay available to everyone else in the sailing world. And most of them showed up for a smashing good time.

Sailed in balmy Indian summer weather, including one unique day with a strong, warm northerly, the 23rd Big Boat Series saw some of the tightest fleet racing in years. In fact, Bill Twist's *Blade Runner* and John Arens' *Tomahawk* even tied on corrected time in the one race of the City of San Francisco division, a rarity in racing. Winners

were divided between local and out of town boats. The most outstanding yacht in the five race series, Gary Appleby's Farr 40 *Sagacious*, had travelled all the way from Sydney, Australia. G'day mate!

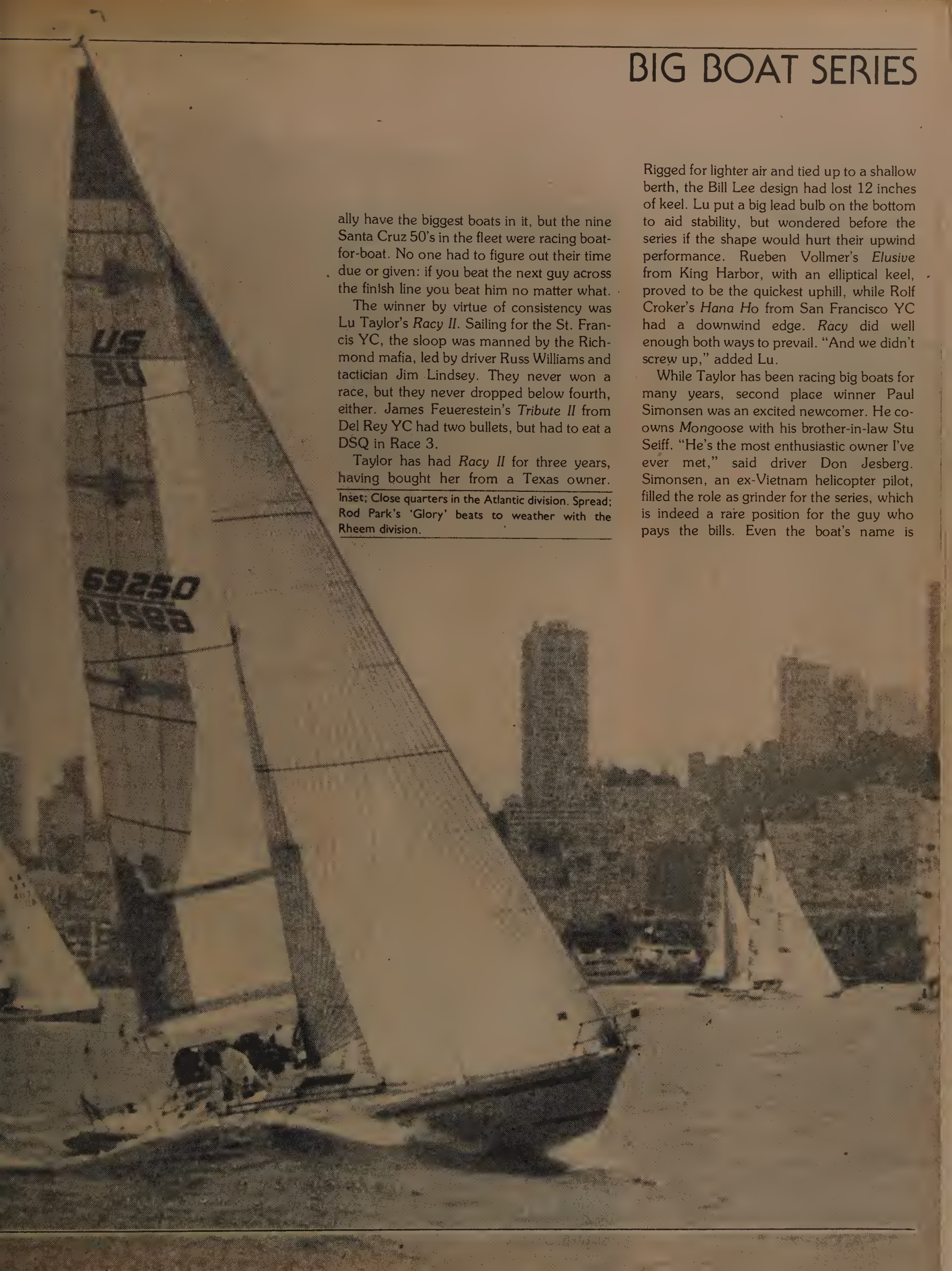
Onshore, the series continued its tradition as one of the great parties of the year. Appleby, in receiving his first place trophy for winning the Richard Rheem division, said he and his mates couldn't figure out which was tougher: the competition out on the Bay, or the partying at night. The presence of Richard Cavalli's Frers 43 *Shockwave* and its now legendary support ladies, the Twisted Sisters, helped keep the action hot. More on that later.

St. Francis Perpetual Series

The year's "big boat" division didn't actu-



BIG BOAT SERIES



ally have the biggest boats in it, but the nine Santa Cruz 50's in the fleet were racing boat-for-boat. No one had to figure out their time due or given: if you beat the next guy across the finish line you beat him no matter what.

The winner by virtue of consistency was Lu Taylor's *Racy II*. Sailing for the St. Francis YC, the sloop was manned by the Richmond mafia, led by driver Russ Williams and tactician Jim Lindsey. They never won a race, but they never dropped below fourth, either. James Feuerstein's *Tribute II* from Del Rey YC had two bullets, but had to eat a DSQ in Race 3.

Taylor has had *Racy II* for three years, having bought her from a Texas owner.

Inset: Close quarters in the Atlantic division. Spread: Rod Park's 'Glory' beats to weather with the Rheem division.

Rigged for lighter air and tied up to a shallow berth, the Bill Lee design had lost 12 inches of keel. Lu put a big lead bulb on the bottom to aid stability, but wondered before the series if the shape would hurt their upwind performance. Rueben Vollmer's *Elusive* from King Harbor, with an elliptical keel, proved to be the quickest uphill, while Rolf Croker's *Hana Ho* from San Francisco YC had a downwind edge. *Racy* did well enough both ways to prevail. "And we didn't screw up," added Lu.

While Taylor has been racing big boats for many years, second place winner Paul Simonsen was an excited newcomer. He co-owns *Mongoose* with his brother-in-law Stu Seiff. "He's the most enthusiastic owner I've ever met," said driver Don Jesberg. Simonsen, an ex-Vietnam helicopter pilot, filled the role as grinder for the series, which is indeed a rare position for the guy who pays the bills. Even the boat's name is

somewhat novel. "I used to have a mongoose as a pet in Vietnam," said Paul of the ferretlike carnivore known for killing



Big boats mean big workouts for crew, whether it be at the end of a spinnaker pole, above, or tailing a Barient, right.

cobras and other venomous snakes. "It stank and it bit, and I eventually got rid of it!"

City of San Francisco Perpetual

Like Gary Appleby and his *Sagacious*, John Thomson and his Nelson/Marek 50 *Infinity* came a long way to win their division. From Manhasset Bay, New York, to be exact. The handsome green sloop was aided by two serious gaffes by *Jubilation*, Jack James' blue and white entry from Santa Barbara, which ended up second.

Thomson is a product of the Long Island Sound junior program, having grown up sailing in Blue Jays, Lightnings and the like. He's made his money in linear ball bearings, which are used to make computers, aerospace equipment and anywhere else you need accurate linear motion. His past yachts have included a C&C 35 and 38 as well as three *Infinity*'s, a Holland 40, a Holland 47 and the new version. The latter's shape is based on the Nelson/Marek 43 *High Roler*, which Thomson crewed on last year at the Big Boat Series when the yacht won the Atlantic Perpetual division. The hull form is also somewhat similar to *Crazy Horse*, a N/M 49, but beamier aft for more form stability.

There was plenty of help onboard, including designer Bruce Nelson, East Coast heavy Gary Knapp, Southern California's Buzz Boettcher and local current consultant John Ravizza. Even with all that talent, Thomson drove, especially at the starts, which he says

ALL PHOTOS/LATITUDE 38 STAFF



"takes the pressure off the other guys onboard." His wife Adrienne plays a key role, too, trimming the spinnaker downwind. And just to show you they weren't going to rest on their laurels: *Infinity* was unrigged and loaded on a truck on Sunday to go home for the start of the Manhasset Bay YC Fall Series, a big East Coast IOR event, on the following Saturday!

Perhaps the boo-boo of the year award goes to *Jubilation*, Jack James' big Frers 54. Starting off with a first and second, the well-travelled sloop looked tough against the rest of the fleet, especially with San Diego helmsman Gary Wiseman, Seattle's Keith Whittemore and local advisor Duncan Kelso onboard. In the third heat, however, they were over early and, after restarting, man-

Santa Cruz 50's, the class act this year, approach the leeward mark. There were 450 linear feet of them entered.



BIG BOAT SERIES



Lowell North's 'Sleeper', after being nipped for top honors all year, took the Keefe-Kilborn division easily.

aged to foul the starboard tackler *Fast Company*. They flew the I flag, which is an admission of guilt, and added three penalty points to their second place finish.

In the fourth race, the roof fell in. A gusty northerly filled in for the day, forcing the race committee to run a windward-leeward course between Treasure Island and Rich-

tators who came with hopes of seeing the fleet sail up and down the City Front.) By the time they realized the error, the crew on *Jubilation* could only scramble back for a crushing sixth place. A bullet in the finale still left them two points shy of *Infinity*. *Jubilation* had overcome a broken mast and running out of fuel in mid-Pacific on her return from the Kenwood Cup to make it to San Francisco in time for the series, too. (Gnashing of teeth, pulling of hair.)

The quality in this division ran deep. Third overall was Larry Harvey's N/M 49 *Crazy Horse* from San Diego, fresh from her overall win at the Kenwood Cup; fourth was John Arens' Frers 51 *Tomahawk* from Los Angeles; fifth went to Bill Twist's Reichel/Pugh 47 *Blade Runner* from San Francisco; and sixth was Jerry Schostak's Frers 50 *Fujimo* from Michigan, winner of her class at this year's SORC.

IOR activity in the 50-foot range is popular, with potential for more growth. Larry Harvey has put *Crazy Horse* up for sale and is looking to build another yacht of the same size. He's been in the IOR game for over five years now, and really likes the competition. He's also keenly aware of the need to draw more players into the sport. "A lot of people are complaining that we shouldn't have to build a new boat every few years in order to be competitive," he said. "We need a good old age allowance to handle that problem."

Harvey is also part of the breed of owners



mond. The finish was to windward near Southampton Shoals, but somehow the braintrust on *Jubilation* thought they were supposed to reach over to the St. Francis and finish off the clubhouse. (The distant course spoiled the day for onshore spec-

Oh brother, the Twisted Sisters! Not only are they changing the face of yacht racing, they're working on the torso, too.

who are taking an active role in sailing the boat. He let Skip Allan start and steer downwind, but took the wheel uphill and at the

finish. Active in the martial arts and cycling, Larry loves buoy racing and going to weather. "My favorite beat is the 300 miles



Jim Mizell's chances for class honors with 'High Risk' came apart in the final race — with the folding prop.

from Nihau to the big island of Hawaii in the Kenwood Cup Around-The-State Race," he says. "I love sailing in the teeth of it, clawing your way into the wind. It's exciting, like mountain climbing."

Atlantic Perpetual

No fleet had more at stake in the fifth and



Consistency was the key to 'Racy II's' victory in the St. Francis Perpetual.

final heat of the series than the Atlantic Perpetual. *Jano*, Bob Kahn's Frers 43, and *High Risk*, Jim Mizell's Smith 43, were both tied at 9¾ points, half a point behind *Roller*, an Andrews 42 owned by Steve Franta. *Roller*, a brand new design by Alan

Andrews, had started slowly with two fourths, but then heated up with a couple of bullets. *Jano* and *High Risk* had been trading wins and finishes in the top four.

In the finale, *High Risk* was slow off the starting line. "The helm felt funny by the time we got to the weather mark," said sailing master Steve Taft. They discovered the prop has twisted open, slowing them down by half a knot. By the time they got things squared away, the race was out of reach and they had to settle for third overall.

Roller, meanwhile, got a clean start and sailed into the lead. Andrews said their problems in the first two races, a bad tactical decision and poor sail selection, were remedied and they just felt great. He added that the crew work was outstanding, allowing them to tack within half a boatlength after a spinnaker takedown at the leeward mark. "Knowing we had that capability did wonders for us in the back of the boat," he said.

The white-hulled *Jano* ended up second, sailing a strong, consistent series, aided by boat speed guru Steve Grillon and tactical wiz Commodore Tompkins. Family is a strong element in this program, with Robert Kahn and his son Michael both in the crew. The name comes from Robert's wife, although Michael says, "she hates boats".

Jano was also part of the family of Frers 43's in the fleet, with sisterships *Shockwave* (fourth overall) and *Deborah* (fifth overall) also present. *Jano* and *Shockwave* have been trading tacks all year, although they are operated on completely different philosophical principles. "We're as different as night and day," says Michael Kahn. "They play

rock and roll, we play classical music. They're party animals, we're gentlemen yachtsmen. We love the competition, and the only edge they have on us is their stereo speakers. We're getting better ones soon."

The *Shockwave* troops were disappointed in their final placing, but how bummed out can you stay on a boat with a Gucci pink, blue and grey interior, ear damaging rock and roll on deck and the Twisted Sisters dressed in outfits that would put the vice squad in any city on major alert? *Shockwave* appears to be in the yacht racing game for the long haul, and there are some elements that may have a lasting effect.

Owner Richard Cavalli, for example, has taken control of the helm after deferring to rock stars since he bought the boat in 1984. BMW Bruce McPherson, a Kiwi who's sailed on many of the IOR maxis, supports



BIG BOAT SERIES

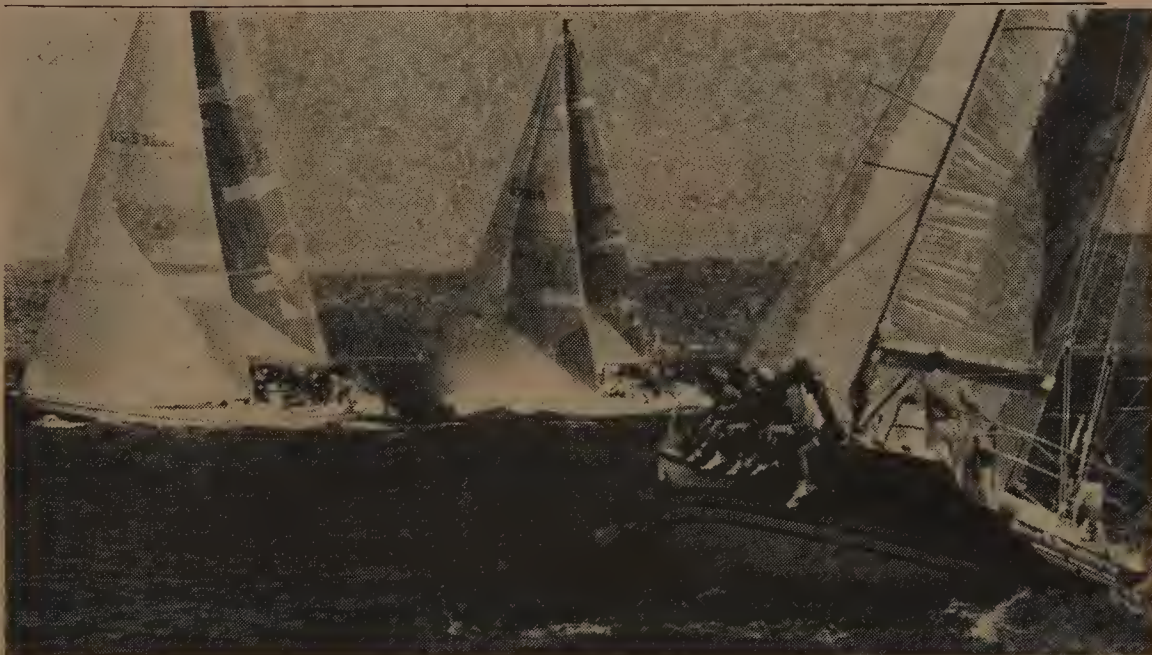
Cavalli's growth as a sailor. "We scored a great moral victory here," he said afterwards. "Richard's two seconds against the rock stars was just great."

Cavalli himself is a mild-mannered, unassuming kind of guy around whom swirls the music, noise and boisterousness of his crew. And then there are the Sisters. They really are sisters, no kidding. Heidi and Bonnie Paine, blonde and brunette respectively, grew up in Hollis, New Hampshire. They say they were the rebels in town, and things haven't changed much now that they live in L.A. and are pursuing careers as models and actresses. Dressed in red leather halter tops and black, lace fringed camisoles, they created quite a stir, whether it was dancing

Below, 'Swiftsure' settling down after hoisting the chute. Right, class-winning 'Infinity' takes the measure of 'Jubilant' and 'Crazy Horse'.

on deck after the races, or in the St. Francis clubhouse bar.

"We're out to change the face of yacht rac-



ing," states Bonnie, who is Cavalli's girlfriend. Among other objectives (the pursuit of which got them kicked out of the LAYC last spring for indecent exposure) they want to attract more money to the sport and get *Shockwave* sponsored by a corporation. They also want to put some sex back into male-female relationships onshore. "Guys don't want to talk about sailing once they get off the boat," says Heidi. "They want to be with women who look like women, not ones dressed in Patagonia jackets and Canterbury shorts." Take that, Gloria Steinem!

Keefe-Kilborn

Lowell North, who changed the face of yacht racing without wearing a red halter top, finally got his first place trophy for 1986. After placing third at SORC and bridesmaiding the Kenwood Cup, the legendary sailmaker earned a bullet in San Francisco. Officially his Nelson/Marek 42 *Sleeper* was under charter to the New Orleans trio of Prieur Leary, Rick McMillan and Tommy Coleman, and they brought good ole' boys Al Gooch and John Dane along for talent. Dane, a Finn and Star champion, is the original "Mouth of the South", having held the title before Ted Turner became well known. He drove while Richmond's Jim DeWitt called the tides and Jerry Rumsey trimmed the main.

Being big boat in fleet, *Sleeper* had a boatspeed edge on the other nine boats in the fleet. They needed that edge to handle the smallest boat, Peter Stocker's Frers 40 *Bondi Tram*. The St. Francis YC entry was excellently handled by another group of



Richmond sailors, including Billy and Dennis George and helmsman John Kostecki. In the third heat they led the pack boat-for-boat



It was close on the course and in the final standings, but 'Roller', at the far left, prevailed in the Atlantic Perpetual.

around the course, an outstanding achievement. Only a point behind after four races, they couldn't pull another ace out of the deck and placed third for a second overall.

Although the Keefe-Kilborn could be considered a sleeper division (yuk, yuk), the ranks contained some quality boats. Seattle's John Buchan came down with his new *Glory*, designed by Doug Peterson; the California Maritime Academy cadets revved up SORC winner *Scarlett O'Hara*, another Peterson creation, for one more series; and Roger Livingston brought *Lobo*, a Reichel/Pugh design, down from the great Northwest. *Lobo* won this fleet handily last year, but could only manage a fifth this time.

Sailing well as a newcomer to the IOR fleet was L.A.'s Jack Woodhall and his Reichel/Pugh 41 *Persephone*. Jack's in the defense electronics business and has had many yachts, including a Cal 40 by the same name. He wanted more racing, so he traded up to state-of-the-art. "It was a big jump in cost," he said, "but it's also a lot of fun." Helping him out for the series were Ben Mitchell Sr. and Jr., as well as Jim Hammitt, a veteran of Brad Herman's *Secret Love* campaigns.

Richard Rheem

Competition was predicted to be tough in the Rheem fleet. Separated by no more than 6/10th's of a foot in rating, the sixteen entries included 12 One Tonners. Racing was virtually one-design, with the top half of

the fleet often finishing within boat lengths of each other.

Nevertheless, Gary Appleby's Farr 40 *Sagacious* was clearly the outstanding performer. Aided by local J/24 sailor Ray Delrich, the crew from Down Under sailed clean and fast, avoiding trouble and seem-

ingly able to pick the right way to go, even if it went against "local knowledge". "Whenever they got near a pack of boats," said second place skipper Ray Pingree of *Skedaddle*, "they would head the other way and just sail fast."

Appleby, a jolly, bearded resident of Sydney, has been sailing *Sagacious* for over two years, and was the overall winner of last year's Sydney to Hobart race. He and his mates, including sailmaker Bob Fraser, have been racing fractional IOR boats for a decade, and know how to make them go fast. San Francisco Bay sailors, like Pingree and Coyote's Irv Loube are still making the transition from masthead to fractional. The latter, according to Fraser, is more efficient and easier to depower, but the huge mainsail takes some getting used to.

A healthy sense of humor added a knot or two of boat speed to *Sagacious* as well. They hit the beach hard at party time and drank plenty of brew, even if it was made by Yanks. "I'm drinking Bud and I like it," beamed Appleby after winning. One of his

Winner by the biggest margin in what was supposed to have been the toughest class was Australian — we hope this isn't an omen — Gary Appleby.



BIG BOAT SERIES

the finale, however, and showing some blazing downwind speed in the process.



crew remarked that they were so clean during the final race, which they started almost last but still climbed to sixth by the finish, "they could have used us as a hospital ship!" Appleby hoped to sell *Sagacious* rather than ship it home, and he plans to return next year and for the One Ton Worlds in 1988.

Spinnaker action in the Keefe-Kilborn division. As Big Boat Series go, this year's was relatively broach free.

Skedaddle, a brand new One Tonner, was still working out some bugs, but showed good speed upwind and down to take second, four points ahead of Maurice Bretzfield's Joubert/Nivelt 40 *Patriot*. Pingree, who had won two Big Boat Series in the N/M 41 *Clockwork*, had help from Greg Zampolsky of Greenbrae and Jack Halterman of Santa Cruz. Gary Swenson of Ventura drove *Patriot*, with Cliff Stagg onboard. Finishing a disappointing fifth was Irv Loube's *Coyote*, fresh from winning the

Side Notes (ie, "The Rest of the Story")

Most perspicacious comments: "The writers of the IOR rule don't know they're in a battle for survival." So said *Shockwave* tactician Dick Deaver, who has seen it all and done it all in big boat racing. The Huntington Beach sailmaker says the public just isn't buying the IOR these days, and what we saw at the Big Boat Series are the last vestiges of the fleet unless some changes are made. Like changing crew limitations so more women can participate. Like making the boat easier to sail so it takes less crewmembers. "Thirteen people to crew a 43-footer is ridiculous!" he says. We also need sail limitations and maybe full battened mains for a longer life span. And we need a good old age allowance. "We need to wake up and attack the situation before it's too late," he adds.

Most outrageous game playing: *Roller's* Byron Watson wins hands down. First, he's a pig mania freak, a game like dice where you throw two little pig figures. You score points depending on how they land. Each position has a name, too. For example, if one lands standing up, it's called a hoofer. If it lands on its nose and forefoot, that's a snouter. The most difficult position to get is a leaning jowa, where the piggy is balanced on its ear and nose. And if the two pigs end up touching, it's called "makin' bacon".

There's nothing wrong with winning — just ask 'Racy II's Lu Taylor and Richmond crew.



One Ton North American's on the Bay. "We weren't real hungry at first," said tactician Dee Smith. They did come back for a win in

Watson's other game was more scatological: a home-made version of Match the Snatch mounted on a hatch cover. We won't

1986 BIG BOAT SERIES

St. Francis Big Boat Series Results

Finish	Yacht	Owner/Skipper	Design	Yacht Club	Points
St. Francis Perpetual					
1.	<i>Racy II</i>	Lu Taylor	SC 50	St. Francis	4-2-2-3-3 = 14.00
2.	<i>Mongoose</i>	P. Simonsen/S. Selff	SC 50	Stillwater	6-3-1-5-2 = 16.7
3.	<i>Tribute II</i>	James Feuerstein	SC 50	Del Rey	1-4-DSQ-4-1 = 19.50
4.	<i>Hana Ho</i>	Rolf Croker	SC 50	San Francisco	5-6-4-1-5 = 20.75
5.	<i>Elusive</i>	Reuben Vollmer	SC 50	King Harbor	2-1-DSQ-6-7 = 25.75
6.	<i>Octavia</i>	Stewart Kett	SC 50	Santa Cruz	7-9-3-2-6 = 27.00
7.	<i>Samurai</i>	Bill Ormond	SC 50	St. Francis	3-5-4-7-9 = 28.00
8.	<i>Ailure</i>	C. Jacobson/H. Kilpatrick	SC 50	St. Francis	8-7-10-8-4 = 37.00
9.	<i>Upbeat</i>	G. Barrett/C. Brown	SC 50	Sausalito	9-8-6-9-8 = 40.00
City of San Francisco Perpetual					
1.	<i>Infinity</i>	John Thomson	N/M 50	Manhasset Bay	3-1-1-3-5 = 12.50
2.	<i>Jubilation</i>	Jack James	Frers 54	Santa Barbara	1-2-5-6-1 = 14.50
3.	<i>Crazy Horse</i>	Larry Harvey	N/M 49	San Diego	2-3-4-2-4 = 15.00
4.	<i>Tomahawk</i>	John Arens	Frers 51	Balboa	4-6-3-1-3 = 17.25
5.	<i>Blade Runner</i>	Basli Twist	N/M 47	St. Francis	4-5-5-4-2 = 20.50
6.	<i>Fujimo</i>	Jerry Schostak	Frers 50	Bayview	6-4-6-5-7 = 28.00
7.	<i>Black Sheep</i>	Alastair Shanks	Lidgard 50	RNZYS	7-7-8-7-6 = 35.00
8.	<i>Swiftsure</i>	Sy Kleinman	Frers 57	St. Francis	8-8-7-9-8 = 40.00
9.	<i>Sangvind</i>	Jerald Jensen	Farr 52	Richmond	10-10-10-8-9 = 47.00
10.	<i>Fast Company</i>	Chuck Dantz	Burns 45	Encinal	9-9-9-10-10 = 47.00
Atlantic Perpetual					
1.	<i>Roller</i>	S. Franta/A. Andrews	Andrews 42	Balboa	4-4-1-1-1 = 10.25
2.	<i>Jano</i>	Robert Kahn	Frers 43	California	3-1-4-2-2 = 11.75
3.	<i>High Risk</i>	Jim Mizell	Smith 43	St. Francis	1-3-3-3-6 = 15.75
4.	<i>Shockwave</i>	Richard Cavalli	Frers 42	Santa Monica	2-2-5-6-4 = 19.00
5.	<i>Deborah</i>	Robert Moore	Frers 43	Balboa	6-5-2-5-5 = 23.00
6.	<i>Camouflage</i>	Al Schultz	Frers 45	California	5-5-DNF-4-3 = 25.00
7.	<i>Confrontation</i>	Dave Fladlien	Davidson 45	San Francisco	7-7-6-7-7 = 34.00
Keefe-Kilborn					
1.	<i>Sleeper</i>	North/Coleman/Leary/McMillan	N/M 42	Southern	1-1-3-2-1 = 7.25
2.	<i>Bondi Tram</i>	Peter Stocker	Frers 40	St. Francis	3-3-1-1-3 = 10.50
3.	<i>Persephone</i>	B. Mitchell/J. Woodhall	R/P 42	California	2-2-4-4-7 = 19.00
4.	<i>Electra</i>	Allan Simon	N/M 40	San Diego	5-6-6-3-2 = 22.00
5.	<i>Lobo</i>	Roger Livingston	R/P 42	Seattle	6-4-4-5-6 = 30.00
6.	<i>Scarlett O'Hara</i>	CMA	Peterson 43	CMA	4-5-8-9-5 = 31.00
7.	<i>Apollo V</i>	H. Bennett/T. Nute	Peterson 43	San Diego	7-7-5-6-7 = 32.00
8.	<i>Glory</i>	John Buchan	Peterson 40	Seattle	8-8-2-7-9 = 31.00
9.	<i>Leading Lady</i>	B. Klein/S. Reisch	Peterson 40	Richmond	10-10-7-RET-8 = 46.00
10.	<i>Carlissa</i>	C. Lillbridge/F. Newmann	Peterson 43	Miltown, S.A.	9-9-10-8-10 = 46.00
Richard Rheem					
1.	<i>Sagacious</i>	Gary Appleby	Farr 40	Cruising YC of Australia	1-2-5-1-6 = 14.50
2.	<i>Skedaddle</i>	L. Otterson/R. Pingree	R/P 40	San Francisco	2-4-8-3-3 = 20.00
3.	<i>Patriot</i>	Maurice Bretzfield	J/N 40	California	3-7-2-10-2 = 24.00
4.	<i>Cooter</i>	Andrew Scherffius	N/M 40	Lake Lanier	5-8-4-6-4 = 27.00
5.	<i>Coyote</i>	Irv Loube	B/F 40	St. Francis	9-11-3-5-1 = 28.75
6.	<i>General Hospital</i>	Hom Walinski	Farr 40	Waikiki	8-3-6-8-5 = 30.00
7.	<i>Skye Hie</i>	Bruce MacLeod	J/V 40	American	4-5-9-5-11 = 34.00
8.	<i>Pendragon</i>	John MacLaurin	Davidson 40	Cal.	7-DNF-1-4-DNF = 47.75
9.	<i>White Knight</i>	Phillip Friedman	Farr 40	Del Rey	DSQ-1- 10-13-7 = 48.75
10.	<i>Glory</i>	Rod Park	Beneteau 40	Richmond	6-6-DNF-11-9 = 50.00
11.	<i>Aquila</i>	Ben Dembart	Davidson	Corinthian of Seattle	10-10-11-12-8 = 51.00
12.	<i>Arbitrage</i>	P. Lyle/D. Sweiger	Jeppesen	Portland	11-12-7-9-13 = 52.00
13.	<i>Sundance</i>	Bob Rita	Farr 40	MYCO	16-9-13-7-10 = 55.00
14.	<i>Liquid Sky</i>	Bill Brockhoff	J/41	Santa Cruz	13-13-12-14-14 = 66.00
15.	<i>Kentucky Woman</i>	Jerry Wood	Peterson	Corinthian	14-14-14-16-16 = 74.00
16.	<i>Dark Horse</i>	D. Horn/D. Surtees	Jeppesen	Richmond	12-15-DSQ-15-15 = 75.00
17.	<i>Tsunami</i>	J. Cains	Castro	Berkeley	15-16-15-17-12 = 75.00

go into the details, but suffice it to say that Rich Matsinger was the winner, scoring 11 out of 13. Dick Deaver, perhaps to his credit, did poorly, missing nine. Better luck next time, Dick.

Best Bumper Sticker: "Shit happens" appeared on the stern of a few boats in the fleet, as well as on buttons which seemed to multiply as the week wore on. We

discovered that this philosophical truth is actually one of three precepts in the "Zen of Boating". Zan Drejes, the BMW for Mongoose, who has been sailing most of his life, celebrated the big tres-zero recently. When asked to reflect on what he's learned about sailing over three decades, he quoted the credo of the Echo River Guides, a worldwide river rafting team: "One, shit hap-

pens. Two, don't be stupid. Three, bring plenty of beer." The same principles apply whether you're racing an IOR yacht in the Big Boat Series, a raft down the Amazon, the family boat on Wednesday nights, or any other time you're on the water for that matter.

Enjoy.

— shimon van collie

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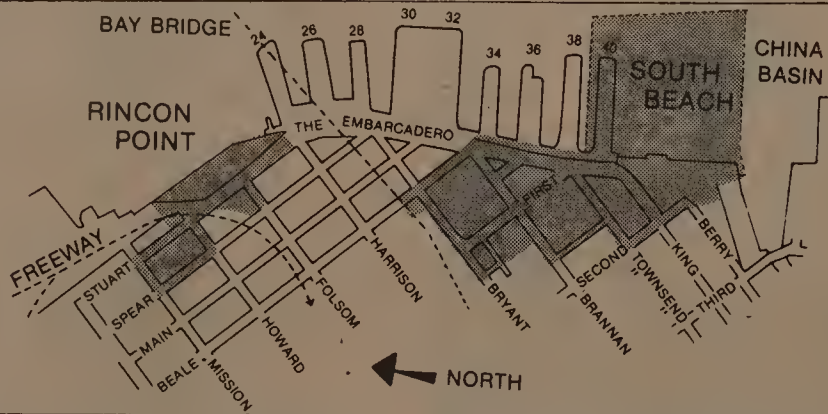
THE BAY WANDERER

It was one of those lame-duck afternoons when the sun shines like it's still summer even though it's almost November. Men jogged shirtless through what's left of the old-time San Francisco waterfront. Out behind the Pier Head bar, owner Arthur Formanek's two dogs snoozed in the sunshine.

came to life, whirring its fan and kerchunking newborn cubes into a bin.

"We get people in here yelling about what they did with some woman when they were

pleased. McCabe wrote that he carried Arthur's key long after the bar closed. Arthur opened the new place about seven years ago.



Inside, Arthur squinted over his half-frame glasses into the window glare and jabbed a finger toward the new South Beach Harbor small-boat marina almost ready to open across the street. "When that marina opens, it's a whole different ball game," he growled. He figures the 683 slips will bring a new crowd of customers that will change the Pier Head forever.

"I'm getting mixing machines. We're going to serve fizzes and Irish coffees," he said, gesturing with his cigar. "This can be a nice

Here's where the new South Beach Harbor marina is. Shaded areas are being redeveloped.

in Hong Kong," he said with growing indignation. "Who's going to bring a woman in here with that going on? That's over with." He gave his cigar a resolute chomp.

Lots of other things will be "over with" soon as the San Francisco Redevelopment Agency puts a new face on the city's historic waterfront south of Market Street. The new marina is just the first step. In place of ramshackle warehouses, overgrown lots and abandoned cars, the agency plans to build up to 3,000 apartments, two parks, a hotel and commercial buildings. The area is south of the Bay Bridge, roughly from Bryant Street south to China Basin.

Similar redevelopment is planned at Rincon Point, north of the bridge from Harrison to Mission.

As the South Beach Harbor opens the area to overnight boaters, the Bay Wanderer and his sturdy sidekick Wanderette sailed over and crawled through a few of the "establishments". It was all in the line of duty, a research project to inspect the colorful and sometimes seedy waterfront before redevelopment washes it away.

One of Arthur's dogs carried a well-chewed woman's shoe into the Pier Head. "That's Tibby," he said, with some fondness in his sometimes-gruff voice. "Eighteen puppies." The name Tibby comes from Tiburon, where Arthur ran another bar called the Harbor Light for 20 years. One of his faithful customers was the late Chronicle columnist Charles McCabe, who was sometimes ready for his first drink of the day before Arthur was ready to open the bar. Arthur gave him a key so McCabe could get started as early as he

"There's no place like this place," Arthur said, looking around the room. A stuffed elk's antlers supported a Christmas ornament and a sign reading "Art's Saloon". There's a piano, tambourine and "gut bucket" bass that some of the regulars play when things heat up Friday and Saturday nights.

The Pier Head is informal. Arthur places a bottle of beer on the bar and inquires whether the customer will need a glass. Tibby and Arthur's other dog greet newcomers by sniffing their pant-legs.

Across the street, at the Sailing Ship Restaurant, things are a tad more structured. The restaurant and bar are housed in a 1908 three-masted gaff-rigged schooner now



Arthur Formanek in the Pier Head with his ever-present cigar.

place. It will be." Signs over the bar read "Saloon Closed for Hangings", and "To All Virgins: Thanks For Nothing". John Denver sang on the radio. Arthur's ice machine



HITS SOUTH BEACH

The ship has a 28-foot beam and had a cargo capacity of 150 tons. She carried lumber and spices in the North Atlantic and

berthed ashore and overlooking the new marina. A pamphlet available at the door mentions that "coats are requested after sun-down". The Wandering duo researched the bar. We found it still resembles the lower hold of a ship, with heavy wooden beams and portholes. A piano player tinkles through some standard tunes from the 40s.

After a longer-than-anticipated nighttime sail over from Emeryville, complete with full moon, glittering 50th birthday lights on the Bay Bridge, and a landing that nearly knocked the Wanderette into the Bay, we were hungry, but — as usual — somewhat short of funds.

A "cheese plate" arrived on a silver platter, highlighted by a green apple delicately carved into a swan. As we ate the cheeses on thin slices of bread, we speculated on the tab for our snack, plus two drinks, as we had neglected to discuss price with the waitress. It turned out to be about \$20, which we justified by declaring it a "light dinner."



The Java House, above, is near where hundreds of Gold Rush ships were abandoned, below.

other cargos to Africa and South America, with a few calls to San Francisco during her six decades at sea. During World War I she carried supplies to the Allies in Europe. Smugglers used her to bring in liquor from Europe during Prohibition.

During World War II she ferried supplies to American bases in the Pacific, and later became the private yacht of a South American businessman. She has appeared in the films "Hawaii", "Mutiny On The Bounty", "Slave Trade", and the television series "Here Come The Brides".

The ship carries the name of *Dolphin Rempp*, after the Bay Area owner who put her back in the freight business during the 1960s. Her last cargo was a load of dynamite carried from Sweden to Chile in 1967. The following year she was hauled ashore and made into a restaurant.

In addition to seafood, chops and steaks served upstairs on the main cargo deck, the ship provides a landmark for sailors approaching the new South Beach Harbor marina. Strings of lights run to the top of her masts, making one of the best nighttime homing beacons on the Bay.

The South Beach Harbor's 375-foot guest dock runs along the northern end of the marina. It's in front of the old Pier 40 warehouse, which the redevelopment agency plans to refurbish for marine businesses, a yacht club and a harbor master's office. Newly-appointed harbor master Carter Strauch now operates out of a trailer parked in what will eventually be a



THE BAY WANDERER

five-acre park just south of the restaurant.

The overnight rate for visiting boats is 35 cents per foot. To make reservations, call



LATITUDE 38/BILL

Carter at (415) 495-4911. He's also the contact if you are interested in a permanent slip. More than 60 percent of the slips were rented before the marina even opened.

There are some other places worth checking out within walking distance of the marina. To the north are not one, but two places named Java House. Why two? "Susie" Papadopoulos, who has owned the Java House on Pier 40 for about three years, says they both had the same owner once,



LATITUDE 38/BILL

Will Antonik pours a tall one for a regular in Bouncer's.

but she thinks hers is the original one.

The Pier 40 Java House overlooks the new marina. Susie thinks the influx of boaters will be good for her business. "I hope so," she said, grinning. "Business has been pretty slow for the last few months." Boaters will find her place open for breakfast and

Construction is just getting started in South Beach.

lunch, from 6 a.m. to 3 p.m. One of her specialties is a big cheeseburger that laps over the edge of a French roll. "Is best hamburger," she said. "You try."

The Java House two long blocks to the north has been operated by Tom McGarvey and his brother Mike for more than 30 years. A waitress there claims hers, not the other Java House, is the original. Anyway, it's called Red's Java House even though Tom's hair is white now. About two years ago the next-door Pier 30 warehouse burned down, somehow leaving Red's untouched. There are photos on the wall showing firemen standing next to the tiny restaurant, aiming their hoses at the huge fire beyond. How was the place saved? "I really don't know," said Tom as he hurried to serve cheeseburgers to the lunchtime crowd. Red's has three old-time pinball machines and a menu that features such things as a "double cheese dog" and a beer for \$2.25.

Next door to Red's Java House is the Boondocks, about the only restaurant we know where you can sit at a window that looks directly into the huge mouth of a floating dry dock, with a working barge bobbing alongside. The Boondocks draws after-work trade from downtown offices, and the night we were there a "lingerie show" was going on. The Wanderer's attempt to have a few more beers in the interest of thorough research was vetoed by the Wanderette, and the duo set out in search of other historical sites.

Most of the area being redeveloped was underwater when the first big wave of settlers

arrived during the Gold Rush. About a block from the *Dolphin Rempp*, near the intersection of Third and Townsend streets, was Steamboat Point, where the Pacific Mail Steamship Company had docks. When a steamer arrived with mail from "back home" it was a big event among the new San Franciscans. Streetcars would fly little white flags so people would know the ship had arrived.

Historians describe a "forest of masts" in San Francisco's harbor after passengers and crew abandoned scores of square-riggers and high-tailed it for the gold fields. More than 50 of the ships were in no shape to sail again, and were cut up for firewood in a shipbreaking industry that thrived for a few years at Rincon Point. The point was near the present-day intersection of Spear and Harrison streets.

Small foundries sprouted nearby, melting down fittings from the dismantled ships into hinges and door knobs for the building boom downtown. China Basin is all that's left of shallow Mission Bay that was gradually filled in and built over. The South Beach area teemed with waterfront life. There were hotels, restaurants, saloons and boarding houses, all catering to the working seaman. There isn't much of that left, now that the shipping business has gone to containers, and most of it has moved to Oakland.

But one authentic relic of those brawling waterfront days is a bar named Bouncer's at 64 Townsend Street, at the corner of Colin P. Kelly Jr. Street. It is within walking distance of the new marina, but it's a walk through some tough-looking streets that some might rather avoid in the middle of the night.

Bouncer's is what owner Will Antonik calls a workingman's bar. It is jammed with ship-ping memorabilia. Oars from lifeboats hang overhead, rows of sailor's caps are strung up over the bar, along with life rings, brass instruments and some nautical geegaws that even Will has trouble explaining. Also hanging over the bar is a pair of shorts from the

"Tipping Is Not
A City
In China."

San Mateo County Jail. An adjoining restaurant serves breakfast and lunch.

If Arthur's place can be described as infor-

HITS SOUTH BEACH

There are buses available now, but they run several blocks away. According to the Wanderette, it has all the makings of an ideal

mal, Bouncer's is downright loose. Tables are built upon 55-gallon drums. Customers come in with their dogs, despite a sign that says "No Dogs". Another sign on the cash register reads "Tipping Is Not A City In China". Will presides like a judge over the bar he has owned for 20 years. He serves up the "usual" as soon as he sees one of the regulars at the door. Dice cups bang and mock threats fly. "I'm going to call the Highway Patrol as soon as he leaves and get him a 502 (drunken driving conviction) Will threatened after losing again at liar's dice.

He thinks the redevelopment project will make a big difference in the neighborhood. A new apartment complex is planned across the street, possibly providing a different breed of customer. Will isn't sure whether Bouncer's will survive redevelopment, but he's philosophical about it. "They've been talking about it for five years, but not much has happened."

A street car line from the South Beach area to downtown is part of the long-range

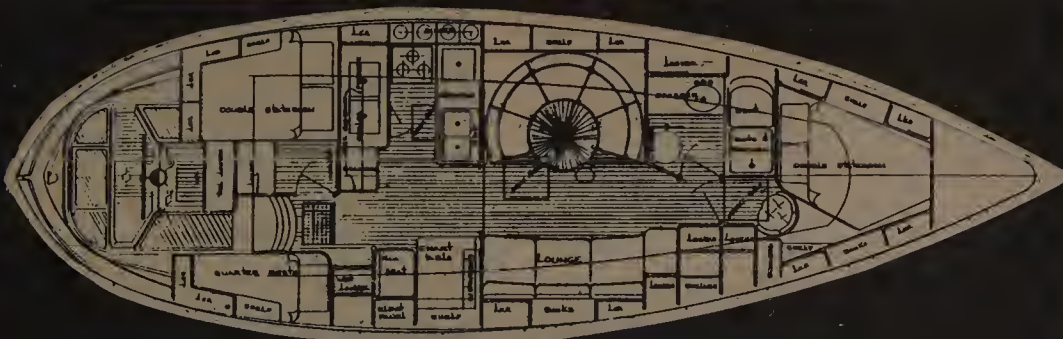


Sailboat Restaurant hauls lunches and dinners these days.

redemption plan. When that happens, you will be able to combine a sail to the marina with a shopping trip downtown.

compromise: the sailing for the Wanderer and the shopping for the Wanderette. At least that's how it is with the Wanderers. Those compromises are probably necessary on other boats, too.

— latitude 38 — bp



- Designer: Stan Huntingford
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- Perkins 4-108 diesel engine
- Fiberglass/Airex Hull Construction
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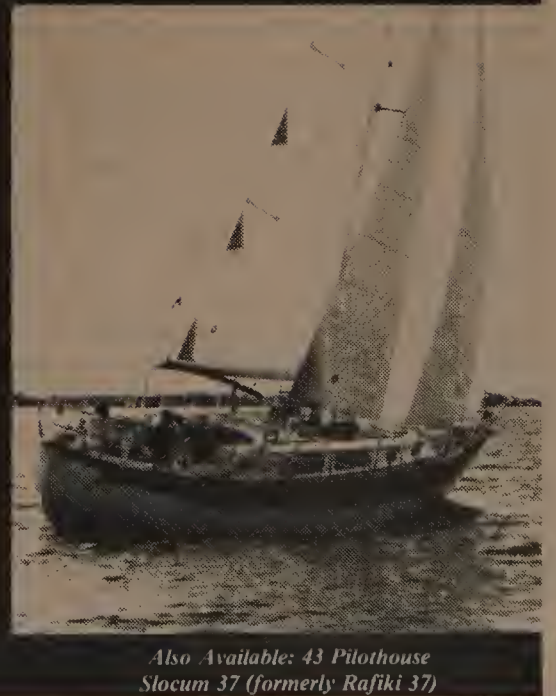
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BOB POTTER:

Born the year of the San Francisco Exposition, Bob Potter has seen the Bay through many changes. The Bay has seen him through many as well. From a young boy plying its waters in a homemade sailing punt to a talented skipper with 13

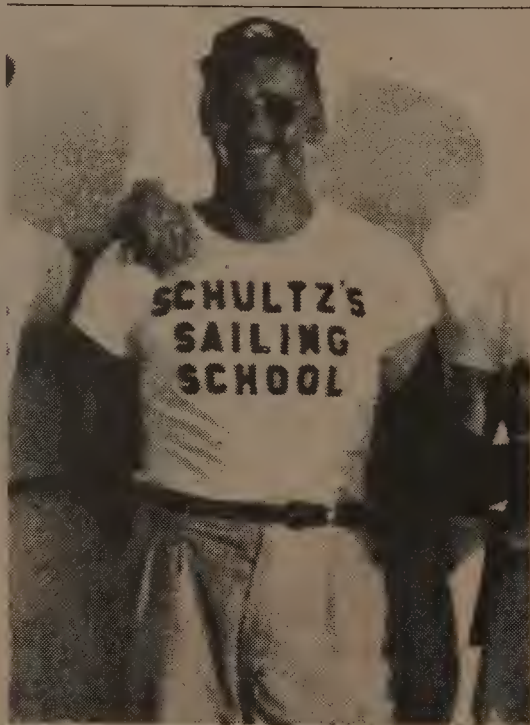


'Bairn', the Myron Spaulding sloop that Bob and Betty built in 1945.

season championships to his credit, Bob has literally spent a lifetime on his homewaters. Now 71, he's says he's retiring from the sailing wars, a thought his buddies find hard to believe. "He'll always have some kind of boat until he dies," says longtime friend and crewmember Joe Cronin.

If Bob Potter had been born a century earlier, he probably would have been the captain of a square rigger. Over six feet tall, his long limbs speak of power. His large, round head denotes strong mental skills as well. He wears a trim, bristly moustache, Clark Gable-style. His stentorian voice, edged by years of tobacco smoke, carries well over water, as his crew and those of the opposition know only too well. Bob Potter was born to command, and since the men-o'-war had gone out of style, he took to sleeker sailing vessels.

Bob's first sailing craft was a 10-foot redwood and tar punt that he and his friends in the Boy Scouts assembled on Chestnut St. in



Bob was all smiles after winning the Perpetual Cup Race in 1953.

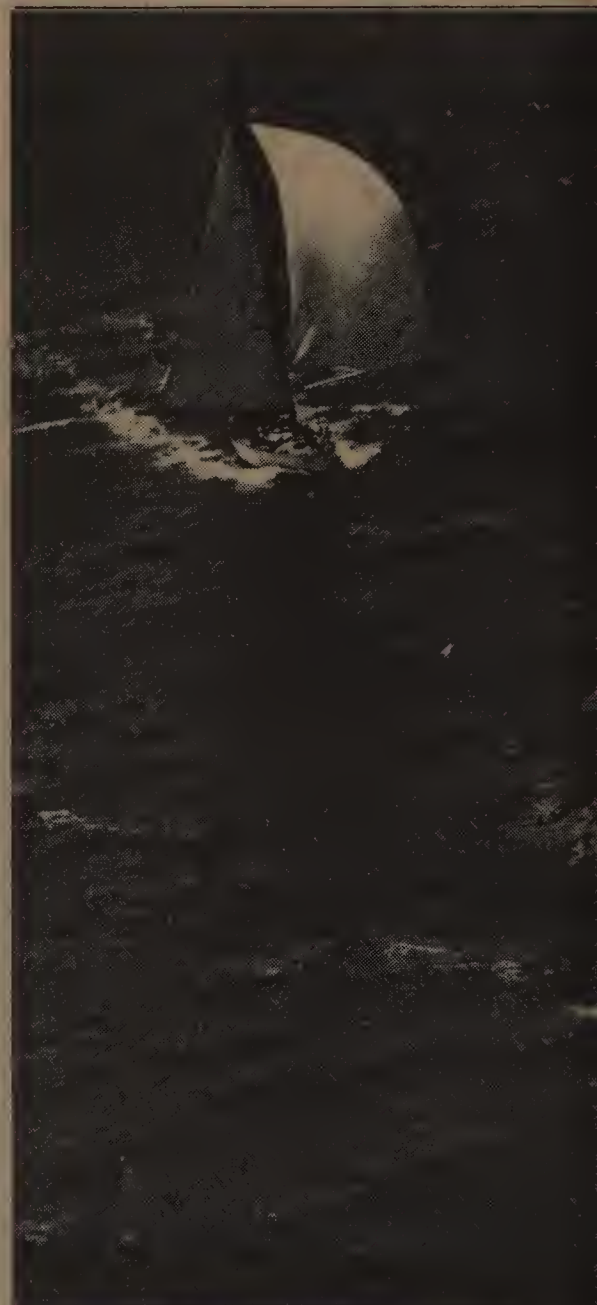
San Francisco. They would trail their creations down to the nearby harbor and sail before the wind with their square sails to the "Hot Pipes," the area now known as Gas House Cove. Then they would haul them back onshore, back upwind, and start all over again. Bob soon graduated to bigger craft, specifically the 30-foot *Bird Robin* on which he sailed his first ocean race to the Lightship. "I remember being a bit queasy," he says now.

The sailing community opened itself to Bob, a tall youngster with the desire to learn. Jack Densham, a monacled Brit with an English bulldog who wrote about sailing and maritime news for the *Chronicle*, taught Bob the finer points of the sport. He took him sailing on the *Frisco Star*, one of the first 22-foot racing sloops on the Bay. Densham also had Bob out on the San Francisco YC's 20-foot Cub sloops, which were berthed at the club's headquarters in Sausalito (now the site of Ondine's Restaurant).

Cliff Smith, who owned *Frisco Star*, also campaigned an R boat called *Lady V*. In the 1930's, the R boats were the Bay's hot development class and other notable entries included *Ace*, *Lady Gay* and *Machree*. Bob

earned a spot onboard *Lady V* as a gofer. He became especially adept at preparing Salty Dogs, a mixture of grapefruit juice and gin, for the crew. "I met some great people and had access to some terrific sailors," he recalls. "This was long before the era of the rock stars, and everyone was very friendly with each other," says Bob.

Besides boats, there was a lady in Bob's life. At 14, he met Betty. They went separate ways for a few years until joining up again the year after he graduated from Lowell High School. Two years later they married and one of their first projects was building one of Myron Spaulding's 20-foot plywood sloops. Construction took place in a loft on Caledonia Street in Sausalito, the building which now houses the town's movie house. Betty was an active sailor too, one of few



A LIFETIME ON THE BAY

serious women participating in the sport on the Bay at that time.

World War II brought changes. Bob's poor eyesight prevented him from entering Annapolis, so he signed up for a hitch in the Merchant Marine. After a trip to New Zealand, he returned to find Betty pregnant. Wanting to be closer to home, he joined the Army transport service. Among other jobs, he helped tow barges of P38 fighter planes up and down the Oakland Estuary and gas drums up to Sacramento. Eventually he was given command of an Army fire boat, a 65-footer with a crew of four which served at the Benicia arsenal.

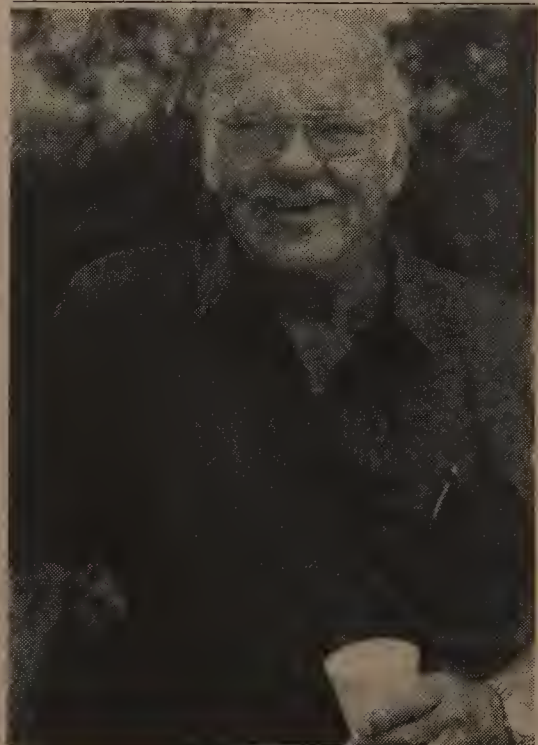
Fortunately, Bob was not in the Delta on July 17th, 1944, the day of the titanic

explosion at the Port Chicago arsenal on the south shore of Suisun Bay. He recalls being at Pier 39 in San Francisco and feeling the earth shake. "It was like someone had driven a train into the wall," he says. Three hundred and twenty-two people were killed in the blast and many others wounded. Bob says it was tough keeping crews at the nearby Benicia arsenal after the incident.

When peace returned, it was time to go sailing again. Bob and Betty sold their Spaulding Clipper and bought a Golden Gate, a smaller version of the Bird. Crew positions also opened up for Bob on other boats. In 1953, he teamed up with some of the Bay's best on Dennis Jordan's Rhodes

Bob crewed on 'Marilen', here leading two other boats in the 1955 TransPac.

33 *Ah Wahinee* to challenge the Los Angeles YC, defenders of the San Francisco Perpetual Challenge Trophy. This one race,



LATITUDE 38/RICHARD

Here's Bob today, after a lifetime of racing. He says he's retiring from sailing.

winner take all contest has been up for competition since 1895. George Flietz's *Hanahuli* had held the cup for four years running, having turned back challenges from Jake Wosser and Dean Morrison, among others.

As tactician and spinnaker trimmer, Bob went south armed with the knowledge that the Southern California sailors had been skunking the Northerners with the old force-'em-into-the-seaweed-patch-off-Pt.-Fermin trick. The *Ah Wahinee* crew went down early and scoped out the scene. On the first leg out to the Pt. Fermin buoy, the Corinthian YC boys turned the tables on the Southerners. The locals had to go north to the only channel through the weeds and overstood the mark. As they sailed down onto *Ah Wahinee*, skipper Jordan threw them a luff. "Someone remarked that it sounded like a grand piano falling out of an eighth floor window," reports Bob. *Hanahuli* retired from the race course and her crew came back out in a power launch to watch *Ah Wahinee* complete her victory lap.

There were many boats and many races in the 1950's for Bob. In 1955, he crewed on Denny Jordan's 63-foot ketch *Marilen* in the TransPac. "We didn't cover ourselves with glory," is his only comment. The next



BOB POTTER:

year he chartered *Gauntlet*, a Farallon Clipper, and narrowly beat out Theo Stephens' *Debit* for the season championship. (Bill Trask later bought *Gauntlet* and renamed her *Hoyden*). In 1957, he and Betty won the season honors in *Polly*, another Bird boat. The decade ended on a highlight: first in class and third overall in the 1959 TransPac aboard Theo Stephens' *Debit*.

Professionally, Bob had been engaged in several different positions with such firms as sailmakers White and Holcomb and ship chandlers C.J. Hendry Co., both located in San Francisco. In the 1960's he joined Fred Coleman in manufacturing the first production fiberglass sailing yachts. Coleman had built a 41-foot Bounty sloop of wood on the east coast before the war. He experimented with glass reinforced fibers during the conflict and decided to apply the technology to pleasure boats. With the backing of some San Francisco money men, he opened Coleman Boat and Plastic Co. in Sausalito at the foot of Spring Street near what is now Hank Easom's boatyard.

In addition to the 60 Bounty II's produced, the yard expanded into several yachts from the Pearson line. Bob, who served as the sales manager, estimates they built about 150 Tritons, 20 Alberg 35's and 50 Electras. "We learned a lot as we pioneered this field," he recalls. "The Bounties had 15 layers of 24 oz. roving in the hull. They were incredibly overbuilt, and as a result they've lasted a long time. The major selling point was low maintenance, but Coleman went too far when he had glass coamings and hand rails. A little teak would have been nice, and we added that later with the Alberg 35's."

It took a while to work out other bugs as well. The interiors were quite rough until they put in headliners made of chopped glass and a layer of smooth gel coat. Light showed through the white hulls, which scared some prospective buyers. It also fostered growths in the water tank, which was integral to the hull, which made for bad

"He's very competitive and aggressive, and makes a lot of noise."

tasting water. They solved the problem by adding a layer of black gel coat to the hull layout to cut out the light.

"We had visitors from all over the country and overseas coming to find out what we were doing," says Bob. "Coleman was so



excited he let them see everything and even take pictures. Of course, they took our ideas and used them." After three years, things began to unravel and Coleman declared bankruptcy. Ted Schoonmaker took over and Bob became the production and general manager. Two years later, Pearson Co. bought the business. When labor costs got too high, they closed the plant down. Bob sold boats for a while and then teamed up with Schoonmaker again to manufacture diesel generators for the Air Force, Coast Guard and Navy. Fifteen years ago he left

and cruised to the Channel Islands with it. There was also the Cal 34 *Phase* lent to him for a couple of seasons by Betty's cousin George Fay. In 1976, Bob chartered *Bohemia*, a 39-foot sloop with which he won the North Bay Spring Championship. He wears the silver belt buckle trophy to this day.

In addition to his on-the-water activities, he has been active onshore as well. He has served as the chairman of the Yacht Racing Association and on the board of directors for both the Corinthian and San Francisco YC's. He figures he knows 90 percent of his friends through sailing, and several of those have lasted many decades. He met Roger Eldridge, for example, in the late 1940's. In 1978, they teamed up to sail Roger's 1/4 Tonner *Sasquatch*. When Bob bought his Tartan 10 *Spartan* in 1978, Roger became part of the regular crew.

"Bob's got a good feel for the boat and for tactics," says Roger. "He's very competitive

the marine industry and started Alert Alarm, a residential and commercial alarm company.

During these years Bob continued sailing and racing, especially the factory boats. He even bought an Alberg 35, calling it *Touche*,

A LIFETIME ON THE BAY



Bob teamed up with Fred Coleman to produce and sell the Bounty II in Sausalito.

and aggressive, and makes a lot of noise. We kid him about that and tell him to just shut up and sail."

Spartan has been a terror in the Tartan 10

class, taking the season title in 1979, 1982, 1983, 1984 and 1985. Bob missed winning the 1986 season — his last — by only 1/2 point. Besides Eldridge, other members of the crew include Denny Goldsmith, Joe Cronin, Bill Votow, Joe Madrigali and Bob's son-in-law, Tom Elliot. "His grandchildren

call him the Bear," says Madrigali, who met Bob back in the 1960's, "because he growls but he doesn't bite. I call him the Golden Bear. He's tough, but always fair."

"**B**ob's my hero," admits Hank Easom, who has known Potter for forty years, although they have rarely sailed together. "I'm 52 and when I see him out there racing, I figure I've got a few years left too. He pushes every inch of the way. You could say he's a forerunner of the tough sailors you see out there today."

Bob himself thinks the young sailors today are so advanced that it's frightening. He feels the biggest change in his lifetime has been the new materials like fiberglass, mylar, kevlar and the other exotics. "Gear is so strong nowadays," he says, "that the sailors break before the boats do." He also sees many more women taking part in the sport, and feels some pride in the fact that Betty was a pioneer in that respect.

Betty no longer sails with Bob, which has taken some of the fun out of it for him. He's also gotten to the point where he can't remember one race from the next, and he gets a little shakey on the foredeck. About a year ago he sold *Alert Alarm* and he can now take it a little easier. *Spartan* is also up for sale. He plans to get a trawler and still spend lots of time on the water, both on the Bay and up in the Delta. He and Betty built a covered barge in 1970 and have had it parked up at Steamboat Slough ever since as a getaway spot.

If Bob really does hang up his tiller for good, it will mark the end of a 57-year career that has been devoted to excellence and victory. The record shows that he came about as close to epitomizing those ideals as one human being can get.

— shimon van collie

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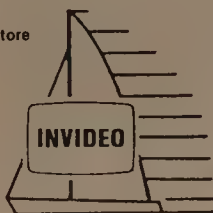
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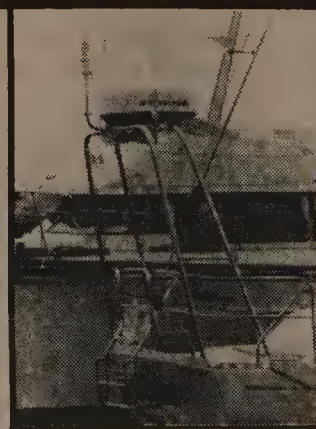
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One Design Class Association

More than 350 boats representing 31 classes entered this year's One Design Class Association. Two hundred eighty of those qualified as season competitors in YRA (Yacht Racing Association). To qualify, a boat must race at least five races or half the season, whichever is greater.

In terms of numbers of boats, ODCA is YRA's largest charter member. The YRA itself is the umbrella organization for almost all organized racing in the Bay and local ocean.

To gain acceptance in ODCA, a class must enter eight boats and qualify either five or six, depending on whether its been accorded provisional or full One Design status. Existing ODCA classes must continue to qualify at least five boats a year to maintain One-Design status.

There is a constant turnover of classes in ODCA. In the natural evolution of sailboat development, some classes dwindle while others emerge and flourish. "It turns out that every year we lose a couple and gain a couple of classes," says ODCA Chairman Leigh Brite. No one likes to see a fleet get dropped from the one design ranks, but old fleets never die, they just join the Handicapped Divisions Association and keep on racing.

HDA also provides the proving ground for many of the newer One Design fleets. In recent years, Express 27s got their start there. So did Express 37s, which raced as an ODCA class for the first time in 1986. This was also the first ODCA season for Catalina 38s, which have been around for awhile but finally managed to get enough boats and interest together through HDA to make the transfer. A likely new fleet for 1987, which also just completed a successful year in HDA, is the Olson 25s.

No earthshattering changes are in the wind for ODCA in 1987, says Brite. "We're just going to polish it up for next year." ODCA's annual fall meeting is November 19. One or two representatives from each class normally attend. Topics range from reviewing modifications to fleet schedules; to thinking up ways to renew interest in fleets where it is lagging, to soliciting new member fleets. Leigh encourages all fleet reps to attend this meeting. "We get the best input when the season is still fresh in our minds," he says. He also encourages delegates to get involved as officers of ODCA. "There's a lot of personal satisfaction in helping run something like this." For more information on ODCA, call Leigh at 232-8421 or the YRA office at 771-9500.

Wooden Boat Racing Association

For the last several years, the Wooden Boat Racing Association has consistently registered around 70 boats a year. It's not that they can't get more, says president Tom Allen. They just think that number of boats divided into five fleets — the Bears, Birds, IODs, Folkboats and Knarrs — is ideal. "We've been approached by other fleets," he says, "but with any more than we have, it would get too hard to manage. With any longer waits between races, we probably couldn't run as many races as we do. We're trying to create a special nature to our group and with five classes and 70 boats I think we're able to do it."

WBRA's latest effort to accommodate its members was a survey sent out after last season. It asked what they liked and didn't like, what they'd like more or less of, and so on.

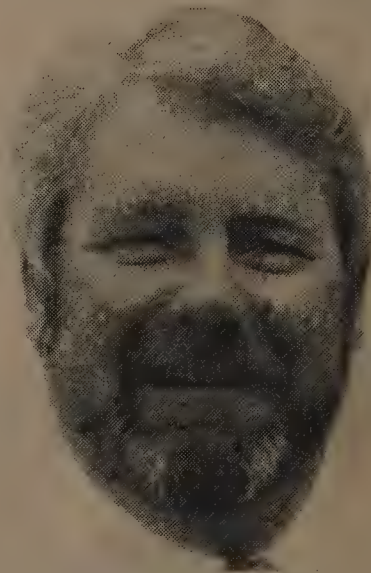
"We got quite a lot of useful information from that survey," says Allen. "For example, one fleet said they wanted fewer reaching legs on races. So now, when we prepare race packets for the various hosting yacht clubs through the year, we ask that they give that particular fleet a course with few reaching legs."

As always, the healthiest fleet in this thriving organization are the Knarrs, a 43-year-old design this year. Thirty-five boats strong, they are second only to the J/24 fleet in One-Design numbers, and first in the number of races raced — 23 this year. They have an active social schedule, too, and regularly add new people and boats (now made of fiberglass in Scandinavia) to the fleet.

Like ODCA, there are few big changes on the agenda for WBRA next year. They'll continue to cater to the desires of the fleets and try to provide them with the best racing possible. And though they are happy with the number of fleets, they're always ready to welcome new boats and people into the ranks. "The woodies take a little more elbow grease to keep going than glass ones," says Tom Allen. "But you can take a little more pride in them when they show it."

Due to space limitations, we are able to feature the season winners in only the largest classes. Results for the remaining ODCA and WBRA classes follow this article on page 144. Tune in next month, same time, same station, when we feature the season champions in HDA.

EXPRESS 37 "Pazzo Express"



BILL ORMOND
ST. FRANCIS YC

"No excuses" is Bill Ormond's operating philosophy on how to win sailboat races. "It's an attitude," he says. "Don't worry about why the other guy seems faster — think about how you can go faster." The philosophy stood Bill and his crew on *Pazzo Express* in good stead. With 11 bullets out of 17 races, they sailed one of the most impressive one design seasons of any class.

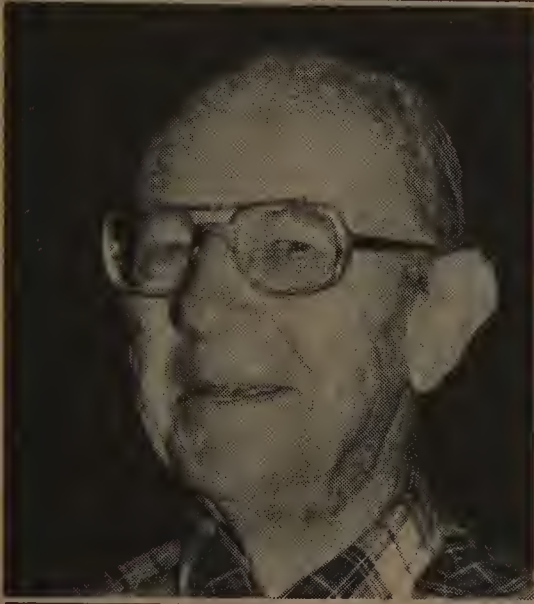
This was Bill's first season racing the Express 37. But he's hardly coming in cold. He's been racing on various boats on the Bay for some 25 years. In One Design, he spent 10 years with the Vanguard fleet, and the next 10 in the Islander 36 class, both tough proving grounds in their own rights. Bill, a construction contractor and restaurateur, moved up to the 37 because "it looked like it may be the next hot one design", and because he liked the way the boat looked and sailed. "I chartered *Foghead* for last year's Golden Gate Midwinters and after the first race, I signed the order for *Pazzo Express*," he says.

The association has been a fruitful one. Bill won that Midwinters, this One Design season and last month's Express 37 Nationals. Ormond's regular crew, 13-strong, are Ted Wilson, Mark Heer, Ronn Loewenthal, Louisa Sims, Janet Gomey, Bruce Suzuki, Susie Madrigali, Ken Moore, Bill Melbostad, Craig Page, Pamela Vickrey, Steve Hill and Todd Anderson.

2) **One-Eyed Jack**, Jim Svetich, MPYC; 2) **Warpath**, Fred Howe, SYC.

SEASON CHAMPIONS

ISLANDER 36 "Prima Donna"



ERIC WARNER
RICHMOND YC

This year marks Eric Warner's fifth season and second consecutive championship in the highly competitive Islander 36 fleet. Before that, he chalked up equally successful seasons in Tritons and Windwards; the latter a popular 33½-ft Rhodes design that he (like many other owners) built himself. Aside from a short hiatus during the war, the retired Chevron Oil executive has been sailing and racing on the Bay for nearly 50 years.

Prima Donna's crew remained the same this year as last: Larry Radcliffe, father and son Mark and Eric Foster, John Patterson, Bob Spear, R.B. Ward, Ross Stromberg, Whit Conley, Chuck MacParland and John Daseking. Rather than fix crew positions, assignments are made for each race. Eric thinks that by shifting assignments, everybody understands what it takes to do the other man's job, and what his problems are.

One person whose duty does not change, however, is *Prima Donna's* "sailing master", Larry Radcliffe. While Warner drives from the lee side, Radcliffe calls windward traffic, lay lines and sail settings from the high side of the boat. Thus updated, Eric is better able to plan his next move. He does all his own tactics.

Eric feels the boat's main strength is in going to weather. "We don't usually point as high as other boats," he says. "We'd like to, but we lose too much boatspeed when we do. But we may learn how next year."

2) *Tom Cat*, Allan Sebastiani, IYC;
3) *Shenanigan*, Mike Fitz-Gerald, TYC.

SANTANA 35 "Celerity"



TED HALL
ST. FRANCIS YC

"The best head to head racing on the Bay," is how Ted Hall describes the Santana 35 season. Ted might be a bit biased, but his is hardly a hollow boast. Year after year, the 35s turn out one of the largest fleets and attract some of the toughest competitors in ODCA. This year marked *Celerity's* third year in contention, and their first championship.

The boat went into the 1986 season with new sails on the mast and George Pedrick on the helm. The rest of the crew consisted of Kim Winget, Ron Kuehn, Harley Gee, Gary Eisenhart, Mark Green, Josh Orkin, Jack Sheldon and alternate Doyle Arnold. George's "typically excellent starts" and good upwind driving, combined with good crew work — "We recover well from emergencies," says Kim Winget — were key factors in the win.

Hall's toughest competition this year came from Hank Grandin on *Tinsley Light*, who ended up second. "*Wide Load* was always pressing us, too," says Hall. At the end of the season, Ted names both *Dance Away* and *Riff Raff* as coming on very strong. But so was *Celerity*. In fact, with back to back wins in the last two-race weekend (and never worse than third place all season), they didn't even have to race the last two races to take the year.

2) *Tinsley Light*, Henry Grandin, STFYC; 3) *Wide Load*, Sam Bonavich, MYCO.

NEWPORT 30 "Topgallant"



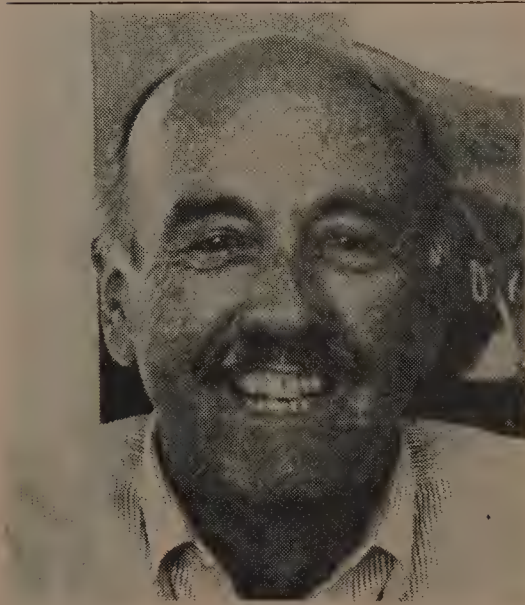
FRANK HINMAN
SAN FRANCISCO YC

It's been a good year — another good year — for Frank Hinman and the crew of *Topgallant*. In addition to winning their fourth consecutive One Design championship, Harry Humphrey, Phil Fleishman, Charles McBurney, Carl Fleming and Scott Loring helped Frank sail the boat to a division win in the last Metropolitan Midwinters, their fourth consecutive win in the St. Francis Invitational (11 bullets in 11 races over the last four years), a second in the Champion of Champions and a second (which may be a first when the protest is heard) in the Larry Knight.

Frank, a professor of urology at UCSF, drives and does his own tactics. While the boat is strong to windward — "If we're going to make up time, that's where we do it" — his crew is good enough that "I can call for an umbilical drop at the leeward mark and count on it." In fact, *Topgallant's* compliment are so tuned in to how the boat is going — several of Hinman's crew have been with him since his championship Triton days — that even a slight ruffle in routine can adversely effect boat speed. In one race, when Harry Humphrey fell on the hiking stick and broke it, Hinman had to move down into the cockpit to steer — "And the second place boat immediately started to gain on us."

2) *Mintaka*, Gerry Brown, PAYC; 3) *Danville Express*, Andy Hall, EYC. 15 qualified.

J/29 "Smokin' J"



DON TRASK
ST. FRANCIS YC

For Don Trask, winning the J/29 season was a matter of priorities. Don also races a J/35 (*Still Smokin'*) in HDA, as well as big boats in such races as MEXORC, Long Beach Race Week and the Big Boat Series. In past years, he has let such events draw him away from the one design season. This year, he says, "we decided to go for it," and *Smokin' J* made every race.

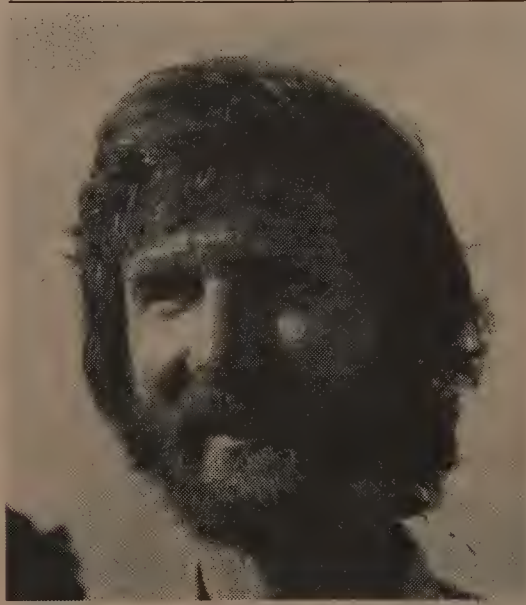
"That made all the difference," says Don, who runs J-Boats West in Alameda. "Particularly toward the end of the season. By that time, our crew work was at its best. It's a good thing, because it was a real dogfight between us and John Williams' *Maybe*. His crew was well-trained and tactically very on top of it. If he'd won that last weekend, he'd have won the year." *Smokin' J*'s crew for this season were Jerry O'Connell, Dick Thone, Greg Vitale, Mitch Weltback, Dave Willke and Alan Prussia.

Of course, Don's background has a little to do with it, too. His sailing career spans several decades of top notch competition, including 20 years in international competition in Star Boats. On *Smokin' J*, Trask has won his division in the Stone Cup for four years running, and recently drove the boat to first in the Pacific Coast Championships.

Look for Don to take a step down in size to J/24s next year. He's decided to have a go at, ahem, "smoking" the competition in that largest ODCA fleet.

2) *Maybe*, John Williams, SYC; 3) *J'Ouvert* Mornin, Marsh/Paul.

CAL 2-27 "Wanika"



STEVE WILSON
CAL SAILING CLUB

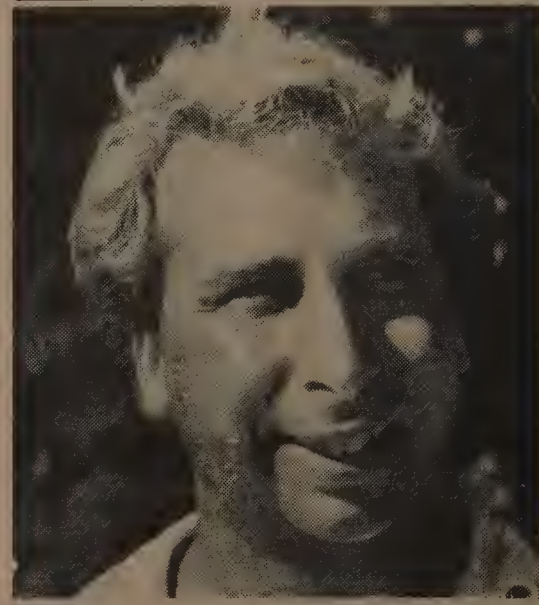
Originally from Michigan where he lake sailed Snipes and Lightnings, Steve has been in the Bay area about 10 years. Three years ago, the Oakland dentist bought *Winaka* as a recreational outlet. "When you're cooped up in an office all day, getting out on the Bay is really therapeutic," he says. It wasn't long before the active 2-27 class had him out rounding the buoys, though. "I raced the first season (1984) with Gary Albright, who is sort of my mentor in the class," says Steve. "He really taught me how to race the boat." In 1985, Steve and his crew, Doug Cullen, Dan Pernich, Terry Goodman, Mark Thesenioutz and Mike Devor, did about three-fourths of the season races and learned a lot about making the boat go fast.

"This year we were serious," says Wilson. He put new sails on the boat, spent non-race weekends practicing and, most important, went for consistency and clear air. That strategy helped them do better than average, but it wasn't until late in the season that the *Wanika* team realized they had a shot at the win. "We were consistent, but because I didn't have that much racing experience I spent a lot of time looking at what other skippers were doing. I was satisfied to be sailing with them rather than trying to beat them," says Steve. "In the last five races, though, the crew work really jelled."

The season championship wasn't decided until the last race. Four boats, including Gary Albright's *Con Carino*, were in contention. "We had the luck," says Wilson.

2) *Temptation*, Rollye Wiskerson, RYC; 3) *Zephyr*, Bruce Nesbit, RYC.

EXPRESS 27 "Desperado"



MIKE BRUZZONE
RICHMOND YC

At 28, Mike Bruzzone may be one of the youngest season champions in our "top ten" group, but in the experience department, he's forgotten things many of us have yet to learn. He's an alumnus of the same Richmond YC junior program that turned out such sailors as John Kostecki, Craig Healy and Bill George. And he's raced in IOR with the likes of Greg Dorland, Bob Klein and Irv Loube. But Mike knew he'd found his real niche when MORAns Paul Sinz, Phil Seidler and Jerry Fisher turned him on to ultralights.

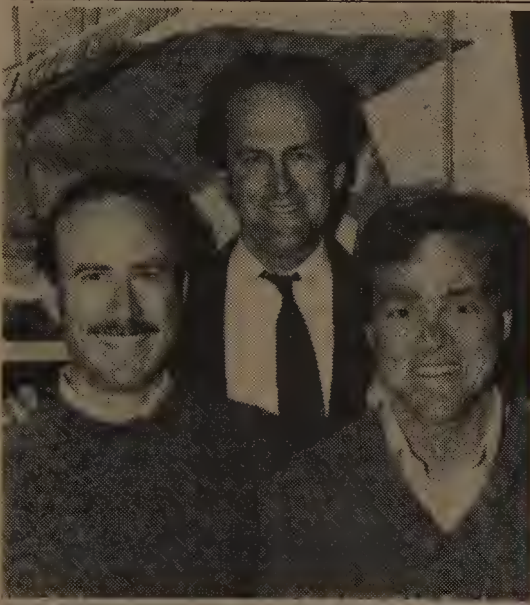
"ULDBs are how God wanted sailboats to be designed," he says: "Light and fast." Mike cut his ULDB teeth with business and sailing partner Gary Clifford, the old squall buster himself, on Clifford's Express 27, *Light N' Up*. "We won everything there was to win in '83," says Mike. In 1985, he bought *Desperado*, hull number 8, and promptly sailed it to first in class that year and this year. Mike steers and calls his own tactics, but attributes the class victory to consistent boat handling by his crew, John and Mike Burke, Rich Malley, Jeff Maier and Win Ward.

Desperado is currently doing double-time as a partial liveaboard. Bruzzone is between employs and often sleeps aboard. Mike's goals for 1987 include winning One Design again, a successful campaign at the inland lake series (Konocti Cup, Whiskeytown, etc.), the Catalina race, finding another job in high tech marketing — and beating John Kostecki at anything.

2) *Leon Russell*, Russ Johnson/Leon Daniels, RYC; 3) *UXB*, Pat Strange, CSC.

SEASON CHAMPIONS

J/24
"Bearna Baoghail"



**GRANDIN(l)/TITUS(c)/
RASTELLO(r)/EVANS(not shown)**
ST. FRANCIS YC

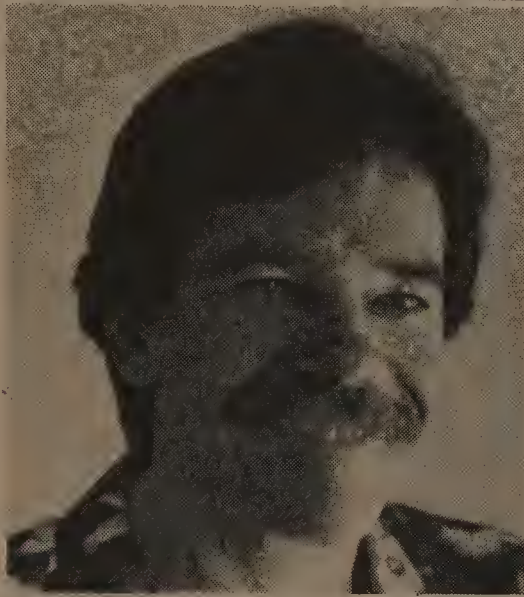
This is the first win for *Bearna Baoghail* in its three years of racing the J/24 season. According to co-charterer Mike Grandin, it's no coincidence that it was also the first year Mark Rastello was aboard.

"Mark is the guy who's really responsible for this win," says Mike, who raced the boat with Jim Titus and Dave Evans the previous two years. (Bowman Gary Shaw rounded out the crew complement.) "He did 90 percent of the driving, and tactically, he's the best guy I've ever sailed with."

1986 marks the sixth year Mark has raced J/24s, and the second in a row he's been on the winning boat. Last year he sailed on Dinny Waters' champion *Storm Trooper*. "We won this year because we had a good group of guys aboard, and because we kept on top of stuff so it wouldn't break," says Mark, an options trader at the Pacific Stock Exchange. Mike and Gary are stockbrokers; Dave is a computer marketing manager and Jim is an architect.

In addition to the season win, *Bearna Baoghail* — Gaelic for the "gap of terror" in a swordfighting brigade — competed in the J/24 Memorial Day Regatta (3rd), the District Championships (1st) and the Baum Memorial (3rd). Her foursome plans to have the green-hulled boat back next year to try for two in ODCA. They also have their sights set on the J/24 North Americans scheduled for June or July of next year, when about 100 boats will hit the starting line off the St. Francis.

RANGER 23
"Twisted"



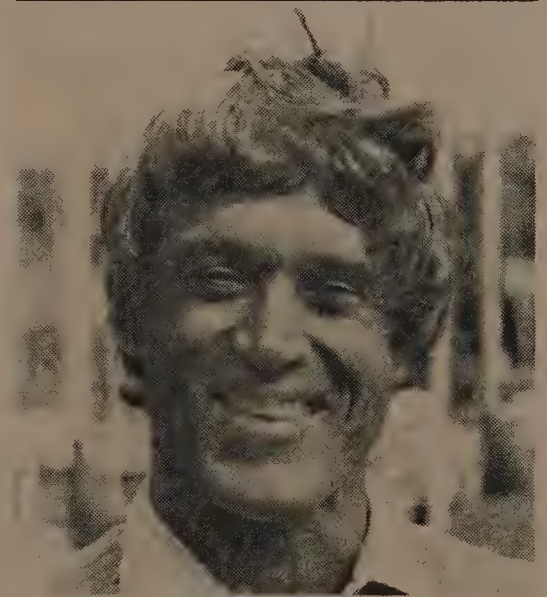
DON WIENEKE
SAUSALITO YC

For the third time in six years, Don Weineke has been the man to beat in Ranger 23s. And every time, he wins more convincingly. Out of 12 races this season, *Twisted* took eight firsts.

Don attributes the boat's performance in this and previous years to his "all-pro *Twisted* team," Mark Stockton, Steve Ullrich and Graham Challis. Don, an advertising rep, drives. For tactics, "We pool our resources," he says, "and we talk it up quite a bit." With as tight a fleet as the 23s, Weineke feels that much of the season is made or broken at the starting line. "I would say that you have to come very close to winning all the starts in this group or the 'wild bunch' will get you." ("The wild bunch is that first group of boats directly behind the leader," says Don. "All fleets have them.") The wild bunch in the Ranger 23s are *Impossible*, *Snow Storm*, *Kinship* and *Smokey*. Weineke names the last boat as his toughest competitor this year.

Don swears by the diminutive Ranger for its strength, quick Gary Mull design and suitability for weekend cruising. "It's just a comfortable, fun boat." He's even come to appreciate the name, which he inherited from the previous owner. "After all," he says, "this sailing is a twisted kind of affair."

KNARR
"Huttetu"



GEORGE RYGG
ST. FRANCIS YC

Of the six times George Rygg has won the Knarr season championship, the 1986 series, he says, was the toughest. "I didn't have the time to practice this year," says the emergency room doctor, "and either we were a lot slower, or the competition was a lot tougher. I hope it was the latter."

Rygg concentrates on driving, while his crew, Steve Shaffer and Mike Walsh, call traffic and approaching lay lines. "They try to get me not to look until we're close to the lay lines." As far as sail handling, *Huttetu's* veteran crew "are absolutely superb," says George. "We've gotten it down to where we tune continuously as we round the marks."

Second place Hisham Sinawi on *Le Canard* was *Huttetu's* biggest threat of the season. "There's no question that he beat us the second half of the season," says George. Rygg also tipped his hat to Larry Drew and Mickey Waldear. The latter is a Folkboat transplant who didn't do that well in the season, but really wowed everyone in the round-robin International competition in early September. "It's nice that he didn't have a fast boat this year," says George. "Because on everyone else's boat he blew everybody's socks off."

2) *Exocet*, Keith Milne, STFYC; 3) *Dejavu*, Chris Perkins, STFYC.

2) *Smokey*, John Nelson, CSC; 3) *Kinship*, Kenneth Frost, SFYC.

2) *La Canard*, Hisham Sunawi, STFYC; 3) *Lykken*, A. Robert Fisher, SFYC.

SEASON CHAMPIONS

ODCA/WBRA RESULTS

ODCA

Ariel

1) **Sin Bin**, Wally Graham, SFYC; 2) **Jubilee**, Don Morrison, RYC; 3) **Pathfinder**, Ernie Rideout, SCYC.

Cal 25

1) **Cinnabar**, Ed Shirk, CSC; 2) **Tilt**, Jill DeMarchis, BBYC; 3) **Whimsical**, Rebecca Danskin/Dave Stone, DSC.

Cal 29

1) **Boog A Loo**, Dennis Andrews/Nancy Roger, SFYC; 2) **20/20**, Phil Gardner, EYC; 3) **Dona Mia**, Van Sargent/John Amen.

Catalina 27

1) **Spaetlese**, Hans Fallant, CYC; 2) **Freya**, Ray Nelson, RYC; 3) **Il-Shay**, John Jacobs, STFYC.

Catalina 30

1) **Biophilia**, Chuck and Dave Gallup, EYC; 2) **Class Action**, Dean Dietrich, STFYC; 3) **Mona Too**, Dave Halaby, BYC.

Catalina 38*

1) **Park Place**, Mike Robinson, EYC; 2) **Gratia**, Duane Junkin, GGYC; 3) **Nob Hill**, Dave Cameron, EYC.

Challenger

1) **Shay**, Rich Stuart, SCC; 2) **Osprey**, Jim Adams, SCC; 3) **Murphy's Law**, Bill Murphy, CSC.

Coronado 25

1) **Ventura**, Ernie Dickson, RYC; 2) **Passage**, Peggy Hickman, BYC; 3) **Erin**, Byrne/Wahl, IYC.

Excalibur 26*

1) **Merlin**, Adam Gambel, STFYC/EYC; 2) **Howlin' Owl**, Ray and Joe Mann, TYC; 3) **Perezoso**, Denny

Sargent, SCC.

Golden Gate

1) **Sanderling**, Tom Anderson, SFYC; 2) **Pajarita**, Robert MacDonald, CYC; 3) **Fledgling**, Mike Bonner/Jim Geagan, (no club).

Hawkfarm

1) **Mercedes**, Pat Vincent, RYC; 2) **El Gavilan**, Jocelyn Nash, RYC; 3) **Cannonball**, Rick Schuldt, RYC.

Islander Bahama

1) **Alternative**, Mike Sheets, GGYC; 2) **Artesian**, Ken Speer, CSC; 3) **Menehune**, Mike Mueller/Sandi Harris, HMBYC.

Islander 28

1) **Jose Cuervo**, Sam Hock, SYC; 2) **Shanghai**, Ken and Carol Jesmore, SFYC; 3) **Sagitta**, Fred Conta, TYC.

Islander 30 MkII

1) **Antares**, Larry Telford, BYC; 2) **Anonymous**, Ed Perkins, TYC; 3) **Current Asset**, John Bowen, IYC.

Merit 25

1) **Chesapeake**, Jim Fair, CSC; 2) **Paddy Murphy**, Jim Reed, IYC; 3) **Peppermint Patty**, Dennis Fritts, BYC.

Moore 24

Results unavailable at press time.

Olson 30

1) **Killer Rabbit**, Bill Coverdale, STFYC; 2) **Vorticity**, Jeff Gething, CSC; 3) **Zephyros**, Dave Oliver, IYC.

Ranger 26

1) **Mariner**, Bruce Darby, SFYC; 2) **Onager**, Mike

Creazzi/John Wales, SFYC; 3) **Consultation**, Dave Fullerton, IYC.

Tartan Ten

1) **QE III**, Dick Bates, SFYC; 2) **Spartan**, Bob Potter, SFYC; 3) **Sportin' Life**, Greg Pfeiffer, RYC.

Thunderbird

1) **Ozel**, Mike Sheats, CSC; 2) **Crazy Jane**, Doug Carroll, GGYC; 3) **Lyric**, Jim Newport, OYC.

Triton

1) **Sleepyhead**, Paul Wells, San Pablo YC; 2) **Hulakai**, Alex Cheng, SYC; 3) **Skye Mist**, Paul Brent, CYC.

WBRA

Bear

1) **Trigger**, Scott Cauchois, SFYC; 2) **Circus**, Bob Jones, SCC; 3) (tie) **Orsa Bella**, Charlie Barnett, STFYC, and **Chance**, Glenn Tresser, AYC.

Bird

1) **Kookaburra III**, Jim Van Dyke, Stockton YC; 2) **Robin**, Dan Drath, SFYC; 3) **Cuckoo**, Lowden Jessup, SYC.

Folkboat

1) **Voiker**, Jerry Langkammerer, GGYC; 2) **Galante**, Otto Schrier, SYC; 3) **Thea**, Tom Reed, IYC.

IOD

1) **Quickstep II**, George Degnan, RYC; 2) **Undine**, Bob Grigsby, STFYC; 3) **Profit**, Mettler/Poorman, SFYC.

*Pending protests may change the standings in these classes.

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MEXICO PRIMER:

We tend, say the experts, to judge people by first impressions. The same holds true for countries. It can be terribly misleading, however, if someone or someplace is out of character. And that's exactly the case with Cabo San Lucas, which is often the first impression most cruisers get of Mexico.

Cabo San Lucas is not like Mexico. It was ten years ago when the fishing fleet dropped their catch at the cannery and the bay waters were oily, but that's history. During the tourist season — which is November to May — Cabo San Lucas is really a part of the United States. One-fifth are sailors, one-fifth are sportfishermen, one-fifth campers, one-fifth vacationers at the luxury hotels, and one-fifth are on two-hour shore leave from cruise ships. Actually, it's not a bad mix when the cruise ships are gone. Puerto Vallarta is full of Americans, too, but they're all on five-day-tour packages with no other wish than to get a tan and find some 'action'.

The first time we stopped in Cabo was 1978, which isn't all that long ago. But it was a tremendously different place. There were no fancy restaurants on the beach. Just one or two *palapas* that closed early. They had menus, but you'd end up getting served what they had, not what you ordered. More than a few times we got 'turtle surprise'. What passed for a beach-side bar was a tent illuminated by a single bar lightbulb, and the patrons were mostly Mexican fishermen. Occasionally one or two would get horrendously drunk, throwing up on themselves until morning when their mates would drag them through the surf and back to their boats. Now it's the young yachties and sportfish boys that get dragged back to their boats at dawn.

Now . . . well, what can you say? Late last February Cabo was certified as having 15,000 residents, which by official Mexican standards meant it had become a city. It's a



The Outer Harbor at Cabo San Lucas. This view shows about one-third the area.

bit of a dubious distinction, because it really only means two things: 1. the citizens are to get city-wide sewers and plumbing, and 2. a local tax of 6 percent is assessed on most purchases and services. As we all know, taxes are a certainty; they're still waiting for the sewers.

But make no mistake that it's an American city. One of the primary symptoms is that there's cable TV all over town. Heck, the trendy Giggling Marlin restaurant/hangout has about eight of them hanging from the lofty ceiling. During the day they're tuned to the grief on CNN News, and at night it's sports or MTV. It's not a big favorite with cruisers, the majority of whom have labored so hard to escape that very mentality. But it's a powerful lure for many of the sportfishing folks who are determined to get the biggest bang for their vacation buck.

But that's just the tip of the iceberg. Back in '78 it was very difficult to get news of the outside world. Now, if you're not a TV fan,

there's also the *Los Angeles Times* and *USA Today* delivered fresh each day. They come on one of the nine flights that arrives each day at the Cabo San Lucas airport. We're pretty angry about the availability of these papers. Television is something we can resist; a newspaper is a much greater problem.

Be that as it may, Cabo still has the magic. If you stay out of the Giggling Marlin and the Oasis Disco, and foreswear the papers, you're surrounded by it. We've been privileged to see some of the naturally beautiful places in the world, and for our money Cabo is still near the top. The meeting of the harsh brown desert and the glistening blue ocean at a sparkling white beach is quietly dramatic. And the way the architects place the huge boulders at the very tip of California is inspiring, too.

Mornings are often the best, when the The crystal clear waves and sparkling white beach on the Pacific side. A ten minute walk from the Inner Harbor.



CABO SAN LUCAS



golden sun lights right out of the blue ocean and into the lighter blue sky. Of course, there's nothing wrong with dusk either, particularly when it's a full moon rising out of the sea and into a star-studded night. You forget how much nature has been removed from modern living until you spend time on a boat in Cabo. And while it's formally a city, Cabo's the easiest in the world to escape. Just put one foot in front of the other, and soon you've got an enormous beach all to yourself.

Perhaps Cabo's greatest cost of 'progress' in the last decade has been in the state of mind of a very few merchants. There's a place called Paty's BBQ, which to our mind was one of the great BBQ's in the world. It used to be slow, in the Mexican style, with generous portions of delicious fish and chicken.

But when we were there last February, Paty's had moved to the middle of a strip of restaurants on the main road. We seated ourselves at the new place, and not two seconds later the formerly charming owner slapped down half a BBQ'd chicken and

smiling transparently, announced, "A free sample, señor!"

Knowing full well that there's no free lunch, let alone a free dinner, it was a very unappetizing turn of events. Nor did the excellent "complimentary" guacamole make us feel any better. We eventually ordered dorado, but were served some lesser fish. It was so depressing we didn't complain; but we vowed never to return.

The thing about good BBQ is that it's irre-

When our meal arrived, it was not the half chicken we ordered, three half chickens. The second and third half chicken were "complimentary" despite our angry protests. When the bill came, it was for 4,000 pesos. No way, Jose, we told him. "Oh that's right," he lied, "you had the especial." Then he tried to charge us for four beers. We don't know what's come over our old friend Mr. Paty; maybe he visited the United States and caught a bad dose of hype and greed.



sistible. So when we returned a few nights later, we told Mr. Paty to cut the crap about the free this and complimentary that — all we wanted was some BBQ chicken and beer. He said, *no problema*, that it would be 3,000 pesos including two beers. While we waited for our food, a blonde with a polaroid camera came around asking to take everyone's picture, a ruse to begin a sales pitch for beachfront condos. It's hardly an appetizer.

What looks like a barren outpost is actually immigration, through which a thousand captains pass with crew lists every year.

Thankfully, we've seen very little of that in Cabo; but there's some. More typical is our friend, Rudy the cab driver. Fourteen months before we'd been one of his fares; he not only remembered our face, but our name, too. Rudy was born in mainland Mexico and then moved to Los Angeles. Eight years ago he came to Cabo on a week's

MEXICO PRIMER:

vacation and saw the light; he's never gone back.

Enough philosophizing, here's some practical stuff for those of you bound south: If you arrive at Cabo San Lucas, you

will let each boat come in and stay a couple of days for free. But then sometimes he seems to get a little miffed and throws all the sailboats out. (Exceptions are made for some private sportfishing boats, which along with the luxury hotels, have a lot of clout in this town.) Then there are times when boats can stay for weeks on end. We had our boat in the Inner Harbor for about three weeks last March and nobody said a word. While convenient and calm, the Inner Harbor is also dirty and noisy.

After you get your hook set, you need to dink ashore. Some folks land at the Hacienda dock, others near the *panga* dock, some near the launch ramp at the end of the Inner Harbor, and others — ourselves included — just tie to the rip-rap at the edge of the Inner Harbor. We've never had our dinghy taken when it was tied up unattended; but ironically it happened once when we paid a young kid to watch it at the Hacienda dock. The little bugger had disappeared with it when we returned five minutes later. Have you ever tried to holler at a kid in a foreign language? Can't be done.

Once you get the dinghy ashore, the captain needs to assemble four copies of the crew list, the visa for the boat and the signed tourists permits. Then he needs to trot off to Immigration, which is open weekdays from 0900 to 1500. If you arrive later than 1400, however, there may be delays and you may have to pay an overtime fee. Normally there is no fee. The ferry arrives from Puerto Vallarta on Wednesdays and Sundays, in which case the Immigration folks may be down at the ferry dock.

Where is Immigration? That's a good question. The government built an attractive structure just past the cannery dock on the port side of the Inner Harbor entrance that was to house Immigration, the Port Captain, and customs. But the last time we spoke to these agencies, they all advised that none had plans to move into the new building soon. Thus we assume Immigration is still out on the northeast part of town near the Pemex station. We suggest you hire a taxi and have him wait. It will only take a few minutes, after which you can have him drive you to the Port Captain's office.

The Port Captain has the same hours as Immigration, and they'll need a copy of the passenger list and your boat registration. From there you're supposed to go to Customs, but we never have. If you want fuel from the fuel dock as opposed to jury jugging it from Pemex, you'll have to go to

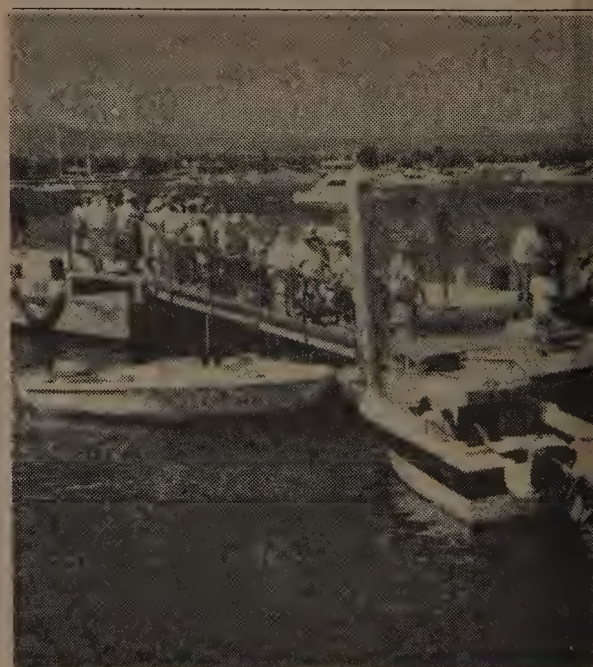
Customs.

You should be able to take care of all your paperwork in less than an hour — assuming you don't forget any of the necessary papers and that both copies of the Tourist Cards are signed. Lots of boats come through Cabo each year — about 1,000 last year — so officials usually don't give you any unnecessary grief. But remember, it is Mexico, not a 7/11 store, so the pace is different. Smile, be patient, and everything will be a snap. Incidentally, the Port Captain in Cabo has always been understanding. If you don't check in for 24 hours, he won't raise a fuss.

When you visited all these government agency offices, you probably noticed that each had a VHF radio. From time to time, officials and their assistants tune in to what the yachties are saying — particularly on the morning net. Every now and then some yachtie has said some very stupid thing, not realizing who was listening, and brought a little grief on everyone. So watch what you say.

VHF radio use is loose in most of Mexico, but not Cabo San Lucas. It's not common for there to be 200 boats in town, so there has to be order, and the Port Captain will get annoyed if assigned channels aren't used. Here's the drill: 06 is for police; 12 is for Victor the ship broker; 16 is for emergencies only and supposedly monitored by English-speaking doctors; 21 is Fonatur; 22 is the one you'll use most, it's for in-harbor

It looks like Dunkirk, but it's actually the Inner Harbor shuttle dock when the cruise ships are in.



Ah . . . the Tacqueria! 'Pan frances' — also known as French toast — is a hot seller.

shouldn't have to stand offshore all night. Just slowly work your way in toward the main beach and all the sportfishing boats at anchor. Grab an empty mooring buoy until dawn, at which time you can make your way into the Inner Harbor.

Regulations regarding the Inner Harbor change all the time. Usually the Port Captain



CABO SAN LUCAS

calling; 23 is the Baja net; 68 is the hotel fishing fleet; 69 was — and perhaps still is — the moorings concession; 70 and 72 are the Mexican sportfishing fleets; 77 is for local residents; and 88 is the U.S. sportfishing fleet. The other channels are for normal conversation after you've switched from 22.

Two Cabo radio tips: The first is say what you have to say quickly and then get the heck off; i.e. don't gab! Secondly, don't think any radio conversation is 'private'. Everyone listens; it's called 'reading the mail'.

There's a cruiser's net each morning at 0800 except on Sundays. We can't remember the channel, probably 22. When you arrive, ask any cruiser and they'll be able to tell you. The net serves all kinds of purposes, many of which are extremely helpful for the new arrival or first-time cruiser. You find out who has arrived, who is leaving, what the weather fax's are showing, where to dump garbage, where to have your laundry done, where to get a shower, who is offering the best happy hour — etc., etc. It can get old real fast, but in the beginning it's a tremendous aid and welcomes you to the community.

Once you've checked in, you'll probably want to make a call back to the States and let everybody know you arrived. For this you need *larga distancia*. There are a couple of locations, the best of which is at the Mar de Cortez Hotel near the corner of L. Cardenas and Guerrero streets. They're friendly at the Mar de Cortez (many hotels will not make long distance calls unless you're a guest), and they have a bar, restaurant, and clean restrooms if you have to wait. And usually

you have to wait. There's a little routine to making a long distance call, but you'll catch on fast. Be aware that you have to pay a fee even if your call is not completed.

Having taken care of the main business, you can decide where to leave your boat. As mentioned before, you can probably leave it in the Inner Harbor for a few days. Or you can grab a mooring and pay something like \$10 a night or \$250 a month. If you want to anchor out in the bay, there are two possibilities. There's the far east end of the bay, which is roly and requires a dinghy with a good engine for the long trip to town. Or, recently some boats have been anchoring beneath the old cannery pier and Lover's Beach. It's your choice.

Where to eat? The Broken Surfboard Taqueria on Hidalgo has been a yachtie breakfast tradition for years. When you're done with breakfast, you can walk two very short blocks up the street to two of the better — they're quite small — grocery stores in Cabo. As in all tropical areas, chores are best completed in the cool of early morning or late afternoon.

We've always enjoyed the Mar der Cortez for breakfast, lunch or dinner, not so much for the food, which is satisfactory, but because a lot of yachties pass through. For dinner we like the Chinese place on Guerrero, and any number of places that serve fresh fish. Like Mexican? Be prepared for the fact that Mexican food in Mexico is not like Mexican food at El Torito and other American franchise operations. The evening chow sold at the street carts is delicious, but sometimes is hard on gringo stomachs.

Where not to eat. Some of the places on the beach have good meat — it's flown in each day from the States. As you might imagine, it's not cheap. The big hotels such as the Finisterre, the Hacienda and the Sol Mar are not for the budget-minded. And for our money, they're not that good, either.

All three of the above hotels, however, are excellent places to enjoy a special occasional beer. Hard liquor is prohibitively expensive at these places for most cruisers. The Hacienda is particularly enjoyable when they've got a mariachi band. The Finisterre and Sol Mar are excellent in the late afternoon; bring your binoculars so you can see what boats are arriving from the north. If you like action, the Giggling Marlin is your place. But if you think you're going to find a lady friend in Cabo San Lucas, you'd better be Robert



"Hello, Dad? Look we need to borrow some money." The 'larga distancia' at the Mar de Cortez hotel.

Redford and lucky.

As far as we're concerned, all the water in Southern Baja — except for reclaimed water used to water gardens — is good. You may get a mild case of *tourista*, but that will season your stomach for mainland Mexico.

There's virtually nothing to do in Cabo San Lucas — that doesn't have something to do with the ocean. You can swim, snorkel, windsurf, scuba dive, walk the beaches, sail and body surf. One warning, though. If you're not bucking for a spinal injury, don't mess with the surf on the Pacific side. The bay side is always tranquil. Want a beach all to yourself? Take a short hike. Want to go topless? Be at a beach all by yourself or there will be heat.

Other than watersports, there's not much to do in Cabo but relax and enjoy the wonderful winter weather. And that's just fine by most folks. Major repairs and reprovioning is best saved for La Paz or Mazatlan. If you're looking for nightlife, Puerto Vallarta is your town. Cabo's for scenery, relaxation and water sports.

Cabo is too spectacularly beautiful, clean and Americanized to give a true first impression of Mexico. But it's a good place to start making the transition. Just be sure you make the transition; lots of cruisers find it so alluring they never move on to Mexico proper.

— latitude 38



I consider myself very fortunate to work in a building that has a good cafeteria. Not that there aren't thousands of great places to have lunch in the financial district — but the cafeteria is quick, cheap, serves decent food, and most important of all — is

had I would have had to agree, of course.)
 "My office has been here for years," I said.
 "But what are you doing here? I thought you

count, the prices here are pretty good. On my budget that's important." She took a big mouthful of her spinach and sprout salad. "So I just walk into any big office building that looks like it might have a cafeteria — usually the elevator buttons indicate which floor it's on. Otherwise, I just follow the crowd and smell!"

"Ingenious," I commented.

"This place is one of the best for salads," she said through another mouthful of sprouts, "but there's a cafeteria on the eighth floor of another building about two blocks up that has awesome seafood specials."

This was beginning to sound interesting. After years of the same menus repeating over and over, the idea of checking out a different corporate lunchroom every week sounded pretty good. "How many of these places have you found?" I asked.

"I know about 19 locations," she answered, "but I only found four of them myself. The rest came from a computer bulletin board."

"Information technology strikes again," I remarked, and turned my attention back to

"The computer bulletin board service would be a perfect way for YRA to extract some money from those racers."

relatively quiet and spacious compared to the usual lunch-hour crush. And even though my company isn't connected with the bank that owns the office building and runs the cafeteria, we've arranged it so that we can still get the 25 percent discount. I eat there a lot.

Just the other day I was sliding my tray up to the cash register, absorbed in a problem involving company policy changes, when I thought I heard a familiar voice coming from the other check-out line.

"Bank Employee?" asked the cashier at the other line.

"No, I sneak in!" said a female voice that sounded amazingly like Lee Helm, my naval architect friend in graduate school at U.C. Berkeley.

"Full price then," said the cashier.

"And to think, I even have an account with this bank!" said the unseen voice with feigned indignity.

"Bank Employee?" asked the cashier for my line — evidently for the second time.

"Oh, sorry . . ." I said as I fumbled for my corporate I.D. card. "Yes, I get the discount."

"Lee couldn't possibly be up here for lunch," I thought to myself. "Nobody even knows about this place except the people who work here. But it sure sounds like her."

When I finished at the cash register I deliberately set a course for the dining area that would take me well clear of the other line. If it really was Lee, and if she spotted me, then my quiet lunch — and the only opportunity I would have all day to ponder in peace the problem I was faced with down in the office — would be irretrievably lost. I found an empty table in the far corner of the room.

But I was only a few bites into my roast beef hot plate when I was discovered.

"Max! What a surprise!" exclaimed Lee as she landed her tray opposite mine. "I didn't know you worked in this building." (I noted that she hadn't even bothered to invite herself to my table — although even if she

had classes."

"This semester I'm working in the city two days a week, Max. My office is down by the Embarcadero."

"Well, then, how on earth did you find out about this place?" I asked.

"Oh, like, I just sort of stumbled onto it one day."

She could see by my expression that this would require further explanation.

"I mean, places like this are heavily subsidized by the companies that run them, usually. Even without the employee dis-

While Max dug into his roast beef plate . . .



my plate of roast beef.

We were both quiet for a few minutes — just long enough for me to start thinking about work again — and then Lee asked me if I was going to be out racing the next weekend.

"I was planning to race," I answered, "but my entry form and sailing instructions haven't come in the mail yet. I have a feeling the entry deadline is already passed."

"My skipper had the same problem," said Lee. "I called up YRA, and they said the instructions went out late because they didn't get them from the yacht club until late last week. I called the yacht club, and they said not to worry about the entry deadline."

"Sometimes YRA tries to economize on mailing costs by combining several mailings in one," I pointed out. "I've seen some mailings delayed for that reason."

"Anyway," continued Lee, "the yacht club said I could pick up the forms at the club, but they were closed when I went by yesterday afternoon. So I called the race



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committee again, and they said the instructions were exactly the same as last year, except for two course changes which they read off to me. So if you can find last year's instructions, Max, you're all set."

"The less said about last year's race, the better!" I said.

"That's right," remembered Lee. "You were DSQ'd, and never even knew you were being protested!"

"They claimed that posting a copy of the protest on the race committee bulletin board constituted sufficient notification," I said. "And that it was fine to announce the time and place of the hearing the same way. But their club is miles from my marina, and there's no way I'm going to make a special trip just to see if some brain donor filed a trivial protest. I should have appealed!"

"You would have lost," said Lee.

"I know," I said, calming down a little. "I suppose the real problem is that most of the document handling procedures for yacht racing were developed for the regatta format, where all the boats are sailing out of the same harbor or yacht club. That way all the skippers can look at the same bulletin board right before and after each race, so these notification problems don't come up."

"It would sure be nice to see results the same day," added Lee, "instead of reading them in the newspaper on Tuesday or Wednesday, if you're lucky."

"That's right. You don't even get the mailings, because you're crew and not on the YRA mailing list."

I was half through my roast beef, and started work on the baked potato. Lee was

still grazing on her big salad. Suddenly she looked up.

"There's such an obvious solution," she

... Lee Helm continued grazing on her salad.

said. "I don't know why I didn't think of this before."

"What are you talking about?"

"Max, what percentage of YRA racers do you think have access to computers with modems?"

"With modems? I'd be surprised if it's as high as 20 percent."

"Remember they don't have to own them, or even know very much about how to use them. As long as they have access. The computer could be at work, or owned by a friend or other family member. I'll bet it's closer to 50 percent."

No way. Remember, Lee, they're not all techies like you."

"Okay, maybe it will take another year or two. Maybe it won't be practical until another on-line service aimed at the general market, like electronic banking, catches on in a big way."

"What are we talking about, anyway?" I asked.

"Honestly, Max, sometimes you can be so dense. Electronic telecommunications! Computer bulletin boards! I mean, YRA is the most perfect application you could ever find!"

She stuffed another forkload of spinach into her mouth while I thought this over.

"Explain exactly how this would work," I said.

"Just like any other bulletin board," she

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said. "YRA members get a user name and password. They call up the system — presumably located in the YRA office — and have instant access to thousands of documents: Entry forms, sailing instructions, race results, protests, handicap ratings, entry lists, schedule information, maybe even the river flow data from the state flood control office. The users could even file protests or leave other notices to individual competitors."

"Sounds great, but expensive. YRA is not exactly in a position to make a major capital investment right now."

"YRA would come out way ahead. Look, what's the biggest single expense on the YRA budget? After salaries, that is."

"Mailing?"

"Right. And even though they'd still have to mail documents to the racers who request it, the savings would be enormous. The hardware would only cost a few thousand. Of course, they'd need some additional phone lines. I mean, the morning of a big race, everyone would be calling in at the same time to check for changes to the sailing instructions."

"You could even include a file with *Local Notices to Mariners*," I suggested.

"For sure!" Lee agreed.

"But who would get this system running? We'd have to find a good programmer willing to donate a great deal of time."

"No way. The software is off-the-shelf. I mean, like, we would have to find a volunteer with experience setting up bulletin boards, but I don't think the level of effort required would be all that bad."

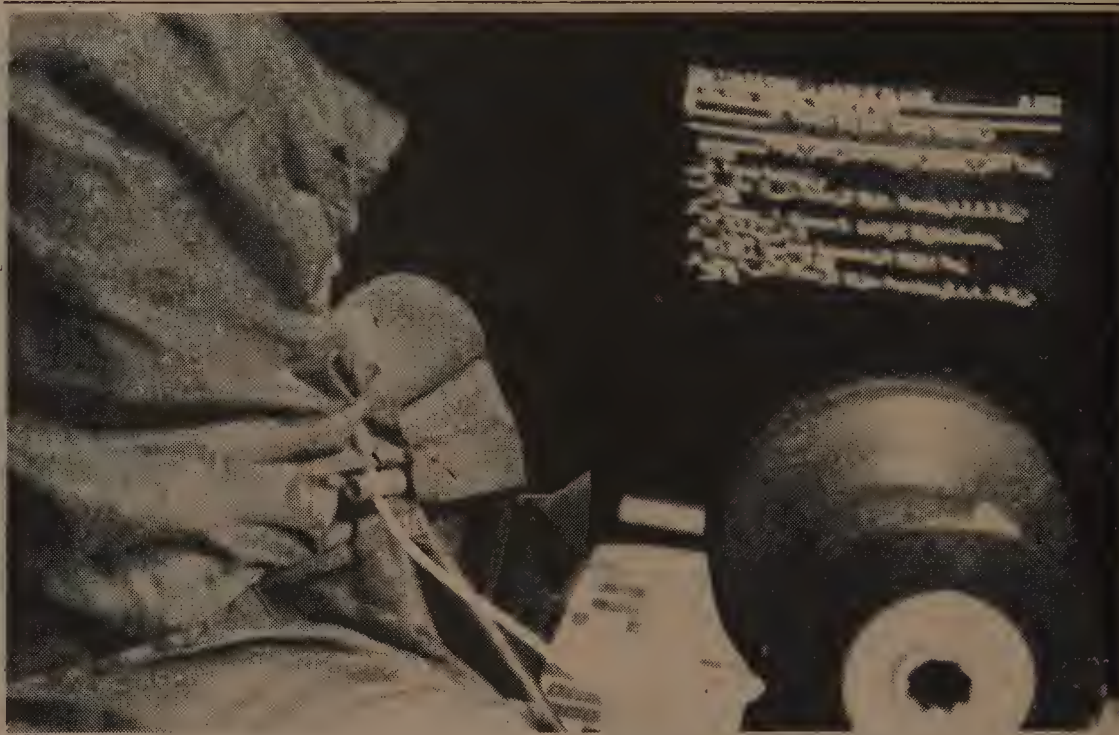
"What about the non-YRA events that are getting more popular all the time. How could the system serve those racers, if only YRA members get user numbers and passwords?"

"Don't you see? That's where it could really work to YRA's advantage. Right now, YRA provides some very important services to all racers: Mark maintenance, scheduling coordination, appeals committee, PHRF handicap, even some lobbying with the Coast Guard. But only the people that race the regular summer championship series support these services."

"YRA entries were down this year," I pointed out.

"But the total racing activity was up! Everybody loves the special events, the Friday night races, and the Midwinters. So more and more racers are deciding to skip the regular season. The computer bulletin board service would be a perfect way for YRA to extract some money from those racers."

"Expand the revenue base' is a better

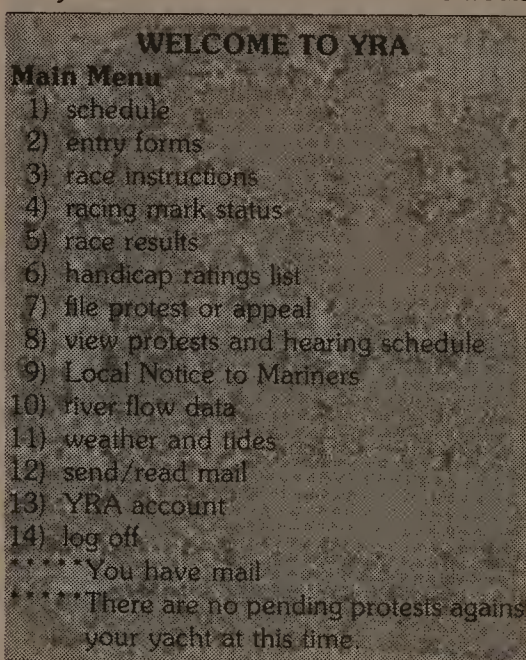


Sailors could call up all kinds of information on the electronic bulletin board.

way to phrase that, Lee."

"Got it — expand the revenue base."

We spent the rest of the lunch hour working out the hypothetical details of our hypothetical on-line YRA: The cost of joining YRA would have to be lowered, but the entry fees for the charter associations would



This is what you might see on your screen if you called up the YRA bulletin board.

go up to compensate, so that the summer championship racers wouldn't see any change. Non-championship racers would be

invited to join at the lower rate in order to gain access to the system. Clubs putting on "non-YRA" events would be invited to use the system. But when a racer that hadn't joined the YRA called up the system, access would be limited to schedules, entry forms, and a commercial for YRA.

By the time I had finished my coffee, and Lee had finished her plain yogurt and herbal tea, we had the system running flawlessly in our minds.

"It would be unthinkable to enter a race without first joining YRA, no matter how informal or off-beat," I concluded.

"Don't forget, Max," Lee cautioned, "This is still a couple of years away." She glanced at her watch. "Oh m'god! I'm late." Lee started to collect her silverware and plates.

"I'll bus your tray, Lee," I offered.

"Thanks! We'll have to do lunch again sometime!"

I got another cup of coffee and took an extra ten minutes to think about company problems.

"Max! You're late for the staff meeting!" said one of my co-workers as soon as I was back in the office.

"No problem, I gave our situation some thought during lunch."

"Oh really?" he asked suspiciously. "Was that our new 'consultant' you were having lunch with?"

"That's a long story," I said.

— max ebb

*Pour ceux qui naviguent
(For those who really sail)*

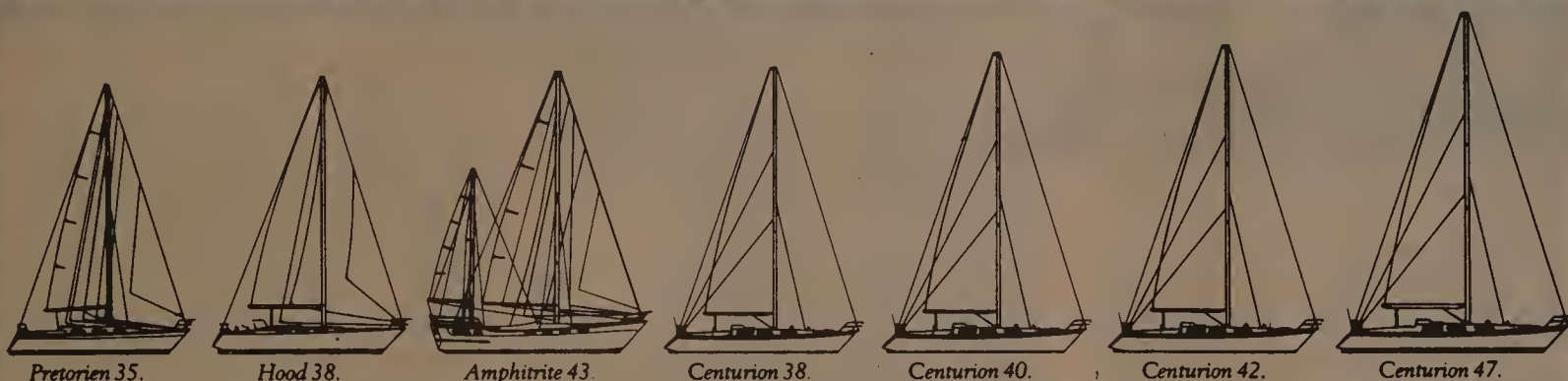
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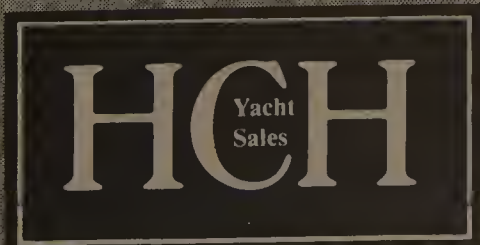
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ERICSON 35, 1971, race ready	49,000
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AN IDIOT'S GUIDE

Have you ever hauled your boat out next to a high-powered IOR racing machine and wondered how come it didn't look anything like your boat, or any other racer/cruiser you've ever seen? We have. Way back in February our curiosity got the

those designs the more or less 'wineglass' shape of the hull continued in a smooth curve right down to the keel. The hull shape

The second reason is because flat-bottom hulls rate well under the IOR. The IOR, you'll remember, is the International Offshore Rule, a handicap system initiated in 1971 to allow boats from different countries to race against each other under the same handicap system. The IOR rule is far too complicated to explain here, so you'll have to accept it as an article of faith that the most important factors are the weight of a boat, its length, and its sail area.

Rather than determine the weight of a boat by picking it up with a crane — which was originally thought to be too expensive and complicated — a boat's weight (or displacement) is determined by measuring the depth of the hull at four measurement points. The idea being that the deeper a boat floats, the heavier it is. And because it's heavy, it should be slow, and therefore be treated favorably under the IOR rule.

The thing is, the four critical spots where an IOR hull is measured for depth are not on the centerline, but a little bit — there's a formula for it — off to each side. Because the measurement points are off to each side and you get no rating advantage for going any deeper between these points, IOR hulls are flattened out immediately inside the critical points. To continue on down with a rounded bottom — as with most racer/cruisers — would do nothing more than add unnecessary wetted surface, drag, and weight (in the form of volume) to the hull. The latter also decreases stability.

'High Risk' is a long way from a Cal 40 — which itself was considered a way-out hot rod.

best of us, so we tracked down Mill Valley yacht designer Bob Smith and had him 'explain' *High Risk*, to us.

High Risk is the 43-ft sloop Smith designed for Jim Mizell, a Sacramento business executive looking to do well in local and grand prix events. To date the boat has acquitted herself well. In her first eight local races, she took four firsts, three seconds and a third. Although designed more for heavy air, she took third at Long Beach, was 5th in a very tough Class C at Kenwood Cup. She was tied for first going into the last Big Boat Series race (see coverage elsewhere in this issue), but slipped to third after her folding prop unfolded in the final race.

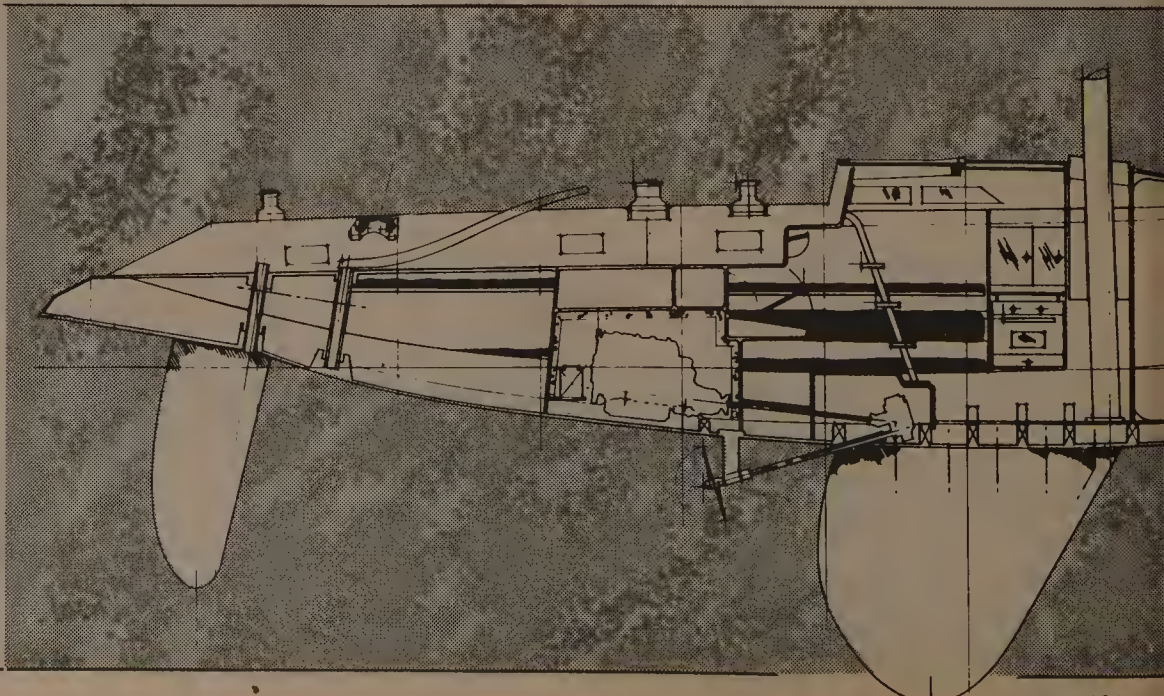
High Risk's hull and deck were built by Geraghty Marine in El Cajon, and the boat was outfitted in Sausalito by Paul Ferrarese. When we examined her she was out of the water at Anderson's boatyard — ideally situated for a hull shape investigation.

Perhaps the most obvious way in which IOR hull shapes differ from typical racer/cruisers is that the bottom centerline of the IOR hulls are so flat. They become very flat immediately aft of the bow waterline and continue that way to the stern. It looks at though Paul Bunyan took a huge belt sander to the very bottom of the hull. Our old Ericson 27 didn't look like that; nor did our Bounty II or our Freya 39. In all three of

What might look like a lousy paint job is really a necessity for IOR success.

never suddenly flattened out as on *High Risk*. So what gives?

The 34-year-old Smith explained that there are two major reasons for the flat bottom. The first is that flat bottomed boats are simply faster. They don't pound as much as round-bottomed boats do in a chop, because when heeled over they present a V-shape to the ocean surface.



TO HOT ROD HULL SHAPE

Yes, some of you out there in readerland will say, but if a flat bottom is

flat bottoms? Simple. A flat bottom means no bilge, which means when the boat heels over bilge water gets on everything. Racers

explained that the rule assumes that the wider a boat, the slower it will be. Thus designers try to fool the rule, distorting the natural hull curve to make the boat seem wider at the measurement points than it really is. This is done by pancaking the

such a great thing for a sailboat, why don't 6 and 12 Meters boats have flat bottoms? A good question. The reason is because they dance to an entirely different rating rule. Under the IOR rule you measure the hull at four different points and hope to be shallow everywhere except at the measurement points. Under meter rules, you measure from the waterline along the surface of the hull to the bottom and back up again — hoping to be deep.

Okay, you say, why don't racer/cruisers, which aren't designed to racing rules, have

natural curve of the hull so it's beamy where it's measured just above the waterline but narrow in the water.

A satisfactory enough answer, but one that in no way explained the big rust colored ovals of bondo slathered over these critical spots. Bob came to the rescue with another answer for those. He said that you could pull a double fake on IOR measuring by first narrowing the hull at the waterline (for low resistance), then putting on a half-inch bondo bump at the very measurement point itself to make the hull measure beamy (and rate lower).

So when an IOR boat is 'bumped', it's simply being bondoed so as to be measured and then rated more favorably. Do these bumps make the boat any faster? Absolutely not; in fact, they probably make the boat a tiny bit slower. But the lower speed is more than compensated for by the even lower rating.

Over the years there have been many complaints made over the complexity of the IOR rule. We now knew from first hand experience what everybody was complaining about, for we had already developed an IOR headache. In fact, our mind started having lustful thoughts about the simplicity of one-design and PHRF racing.

But we pressed on, specifically to the stern of *High Risk*. "How come," we asked, "the stern pulpit doesn't go all the way aft? And

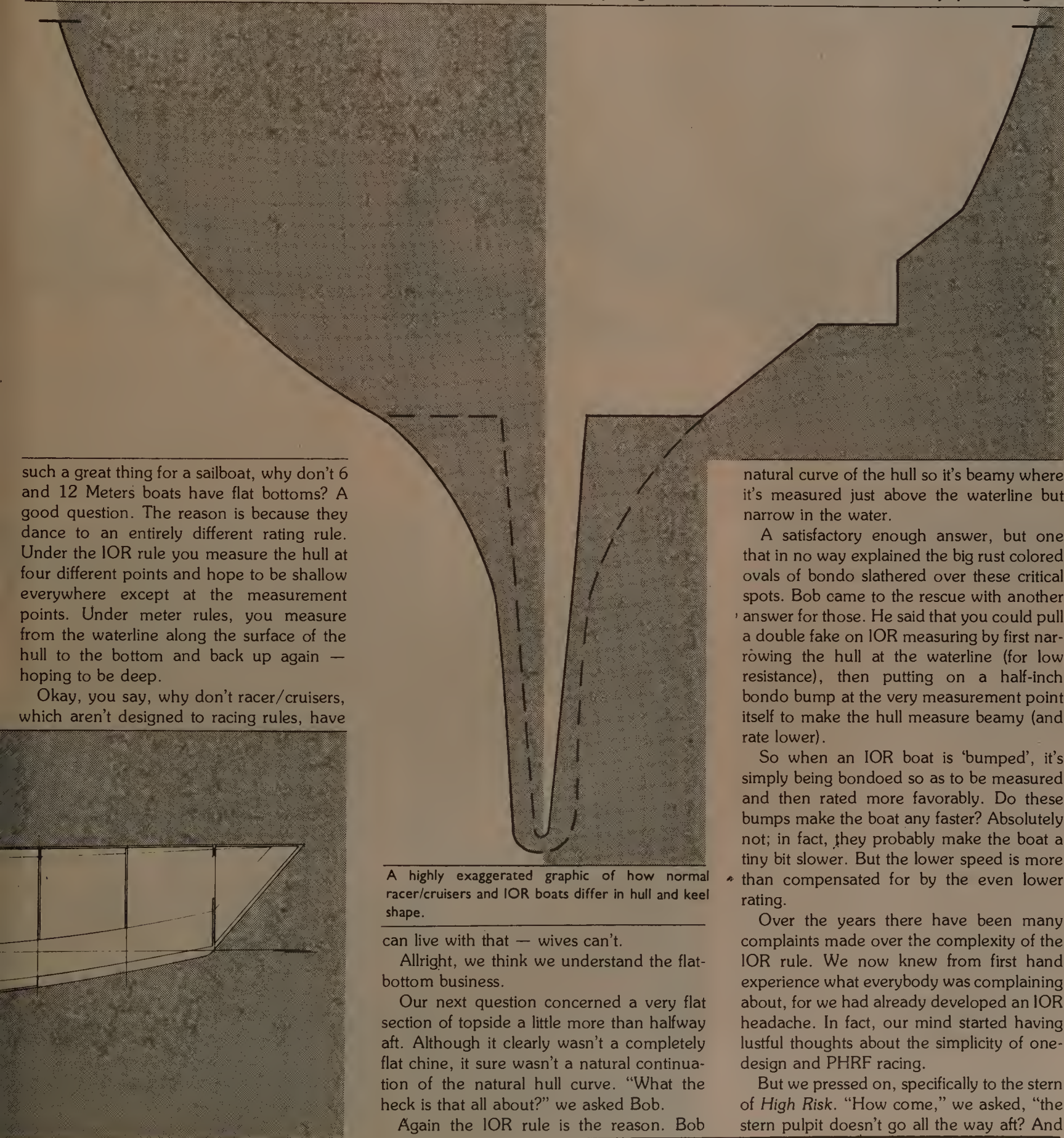
A highly exaggerated graphic of how normal racer/cruisers and IOR boats differ in hull and keel shape.

can live with that — wives can't.

Allright, we think we understand the flat-bottom business.

Our next question concerned a very flat section of topside a little more than halfway aft. Although it clearly wasn't a completely flat chine, it sure wasn't a natural continuation of the natural hull curve. "What the heck is that all about?" we asked Bob.

Again the IOR rule is the reason. Bob



AN IDIOT'S GUIDE

what about that transom? Why does it stick out so far behind the stern pulpit? Bob was about to respond when we put up our hands



and said: "Wait, let us guess! It's not because smaller cockpits are more pleasant, it's not because long transoms look cool, it's because the combination is treated favorably under the IOR rule."

We were catching on fast. Because of the way the IOR measures transoms — and we're not going to go into the gory details — the stern pulpit can only extend so far aft before it incurs a rating penalty. But the transom itself can continue much farther aft, because up to a certain distance it's 'free' of a rating penalty. IOR boats definitely need the long transom, because a longer transom translates to a longer waterline, which in turn means extra speed going to weather. Remember the formula for boat speed? The hull speed of a boat is equal to the square root of the waterline times 1.34. So if everything else is equal, the longer a boat's waterline, the faster it will be.

At about this point, Smith confessed that designing IOR hull shapes is pretty much a matter of "connecting the dots"; the dots being the measurement points. Again, the fact that you torture a hull with bumps and hollows and god knows what else certainly doesn't make the boat faster, it just lowers its rating. But you have to remember that under the IOR rule, sailing up to your boat's rating — and not necessarily sailing fast — is what the game is all about.

Are all 43-ft IOR boats pretty much alike then? Are the Farr 43's like the Smith 43 like the Frers 43's like the Nelson/Marek 43's like the Peterson 43's, etc? Generally speaking, the hulls are: the bottoms of the boats

The reason for the extended transom? The IOR rule.

are flat, they have bumped 'chines', their transoms 'fool' the rule — all in pretty much in the same way.

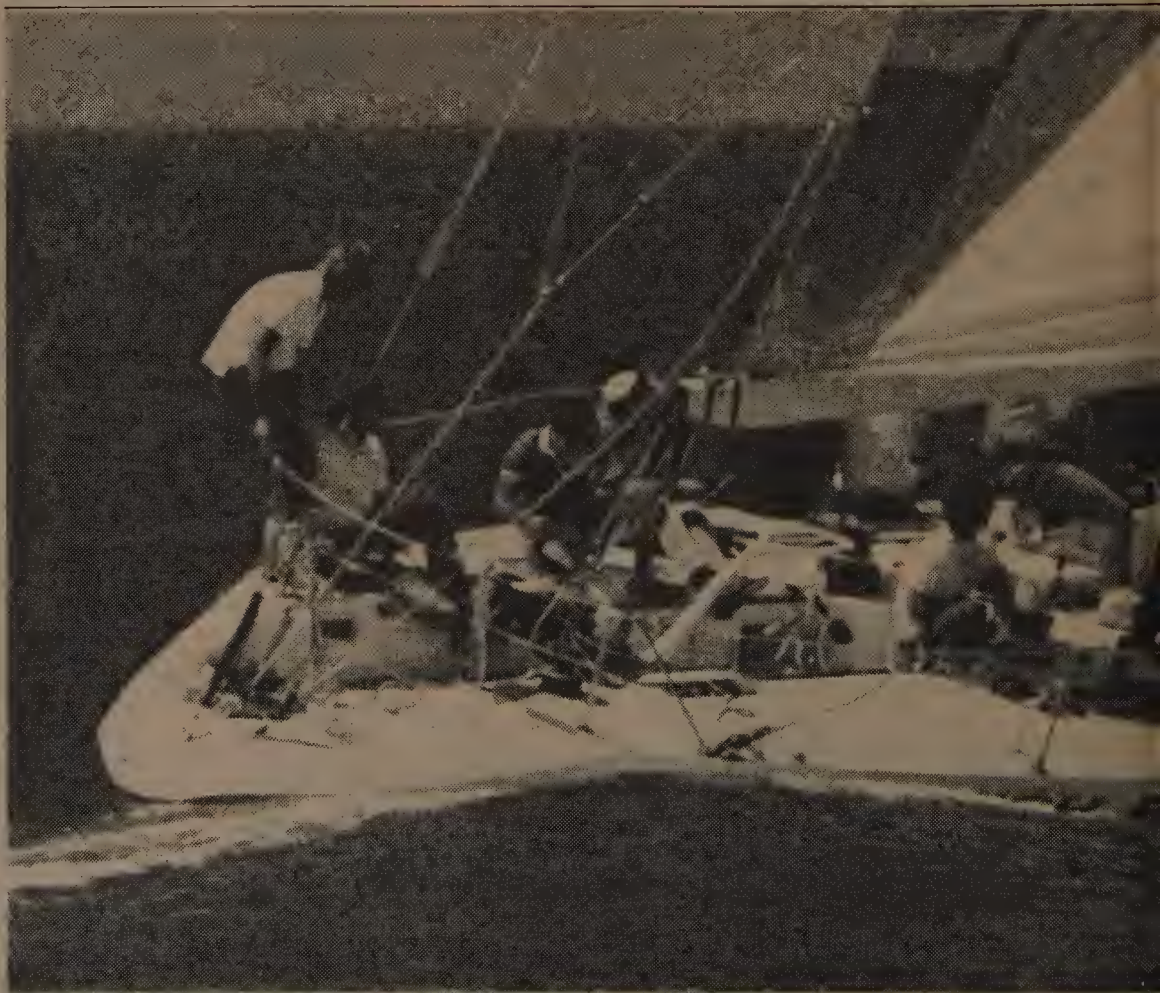
The biggest difference between the designs — and you can't see it with the naked eye — is in their displacement to

length ratio. In other words, how light or heavy they are in relation to their length. Generally speaking, Bruce Farr designs lighter IOR boats than all the others. For example, *Snake Oil*, the Farr 43 that won her class in the 1985 SORC, weighs about 2,000 pounds less than *Sidewinder*, Charles Short's Reichel/Pugh 43. There would be a similar weight differential between *Snake Oil* and designs by Nelson/Marek, Peterson, Frers and others. Farr also differs from the others in that he designs his boats to be a little narrower.

Of course light and narrow boats are penalized under the IOR rule, which means Farr has to make some kind of tradeoff or his boats would rate way too high — like Santa Cruz-style ultralights — to be competitive. Farr compensates somewhat by using lower rating fractional rig sail plans, but in general his boats rate high for their length.

The majority of other designers feel that it's better to build heavier and beamier boats to obtain a more favorable rating and carry more sail area — particularly masthead spinners in light air conditions. Exactly how

'High Risk' conforms sweetly to the shape of the Pacific during a Danforth Series race.



TO HOT ROD HULLSHAPE



'High Risk' practising on the Bay earlier in the year.

they trade off the various components is what makes their designs unique.

Of course, Smith explained, a designer will fine tune his designs to what kind of conditions his boats will sail in. Farr style boats, for example, tend to do well in windy conditions where the light hulls will surf earlier and

the extra sail area of masthead rigs is superfluous. But they don't do well in light air areas such as Southern California or Seattle, where they tend to rate high and are usually very underpowered.

As for *High Risk*, Smith opted to make the boat a little heavier than most Farr boats, yet a little lighter than those of other California designers. As Smith puts it, "With the Kenwood Cup and San Francisco Bay racing as objectives, I chose a displacement to length ratio a little below the norm, resulting in a boat 1,000 pounds lighter and six inches longer than the majority of the 43-footers. This will surely provide great downwind capabilities and the generous stability will work toward upwind speed. The lighter displacement requires less sail area and by removing wetted surface by ignoring a skeg and using state-of-the-art elliptical foils, the light air speed will not be effected. As secondary goals, the TransPac and Mexican races can be challenged with penalty poles and some of the more than 2,000 pounds of inside ballast removed."

As for the hull appendages — the rudder and keel — *High Risk's* are also different

than you see on any racer/cruiser. With these, it's not so much a matter of the IOR rule, but of just being faster. Both the rudder and keel are quite sharp and curved at the bottom. This is important, because the flatter bottoms of old style keels and rudders pounded through the water while pitching; the new elliptical keels and rudders slice through the chop.

Another invisible way in which an IOR



The bottom of the 46-pound elliptical rudder is as sharp as a butter knife.

boat differs from a typical racer/cruiser is the weight of the rudder and rudder stock. Reducing weight at the ends of a boat is critical, for weight in the ends creates pitching, which robs the boat of speed producing energy. Had *High Risk's* rudder been made with traditional materials, it would have weighed 135 pounds. But since it was made with very light yet very strong carbon fiber, it weighs only 46 pounds. A savings of 89 pounds in this critical low and aft area is like getting rid of 250 pounds of weight low in the center of the boat.

All things considered, we wish we'd have never undertook this little investigation. You see, for all this year we'd been under the impression that IOR hulls were primarily tortured and abused for aesthetic purposes. Like Italian sports cars. Now that we realize all the torturing was for utilitarian purposes, we're a little disappointed. We suggest there ought to be a new rating rule, one in which aesthetics count for 25 percent of the rating.

THE RACING

October was a busy month. We try to cover it in the following pages with reports on the **Paige Regatta**, the **Olson 25 Nationals**, the **All-Islander Regatta**, the **Yankee Cup**, the **Vallejo 1-2**, the **Hans Christian Regatta**, the **Great Pumpkin**, and the **Lasers Round Alameda**. As if that's not enough, we also have updates on the **Cabo Race**, the **BOC**, the recent **USYRU** rule on **Professionalism and Advertising in Yacht Racing** and lots more.

Olson 25 Nationals

Berkeley YC hosted the Second Annual Olson 25 Nationals over the October 3 to 5 long weekend. Eighteen boats — several from as far away as Colorado and Utah — competed in the five-race, no-throwout series, which purposely overlapped the Big Boat Series to minimize the participation of "hired guns."

Light, shifting winds on Friday gave the race committee fits on deciding how to angle the start. On Saturday, it was so light that both starts had to be postponed. A medium northwesterly finally filled in for the Sunday race. Another wrench in the gears was the absence of the Point Blunt buoy, which has apparently been removed for servicing by the Coast Guard. To compensate, boats were told to "go close to the point" to round. However, when the Colorado entry, Bruce and Carol Bates' *Dog Lips*, started short

for second by 1/4 point. "That was a bit of a surprise," says Kitterman, who, until he bought *Alchemy* in early 1985, had been out of sailing for 25 years. "We did poorly in the season." (The two-year-old Olson 25 fleet races in HDA.) "Then about a month ago, Bill (Riley) and Steve Roberts organized a clinic. Bill had written up all the things he'd done to make his boat go fast. To prepare for the Nationals, my crew and I spent a lot of time practicing and employing some of those changes on our boat."

The addition of Express 27 fleet champion Mike Bruzzone to the regular crew — Kitterman's son Joe, Matt Walker and a different fifth crewmember every day — also "made a big difference" in *Alchemy*'s Nationals performance, says Joe. Still, he reserves a large part of the credit for Bill Riley. "He's given us help and encouragement the whole year," says Kitterman.



tacking the beach along Angel Island's southeast tip, local Bill Riley on *Pearl* went in and hollered them out. "We don't mean that close!"

Santa Barbara's Scott Jones sailed *Red Stripe* to a convincing victory in the series. Mill Valley's Joe Kitterman edged out Riley

The start of the first race of the Yankee Cup.

Paige Regatta

Technically, the annual Calvin Paige Regatta is the West Coast fall championships for the Star boats. In actual practice, it is

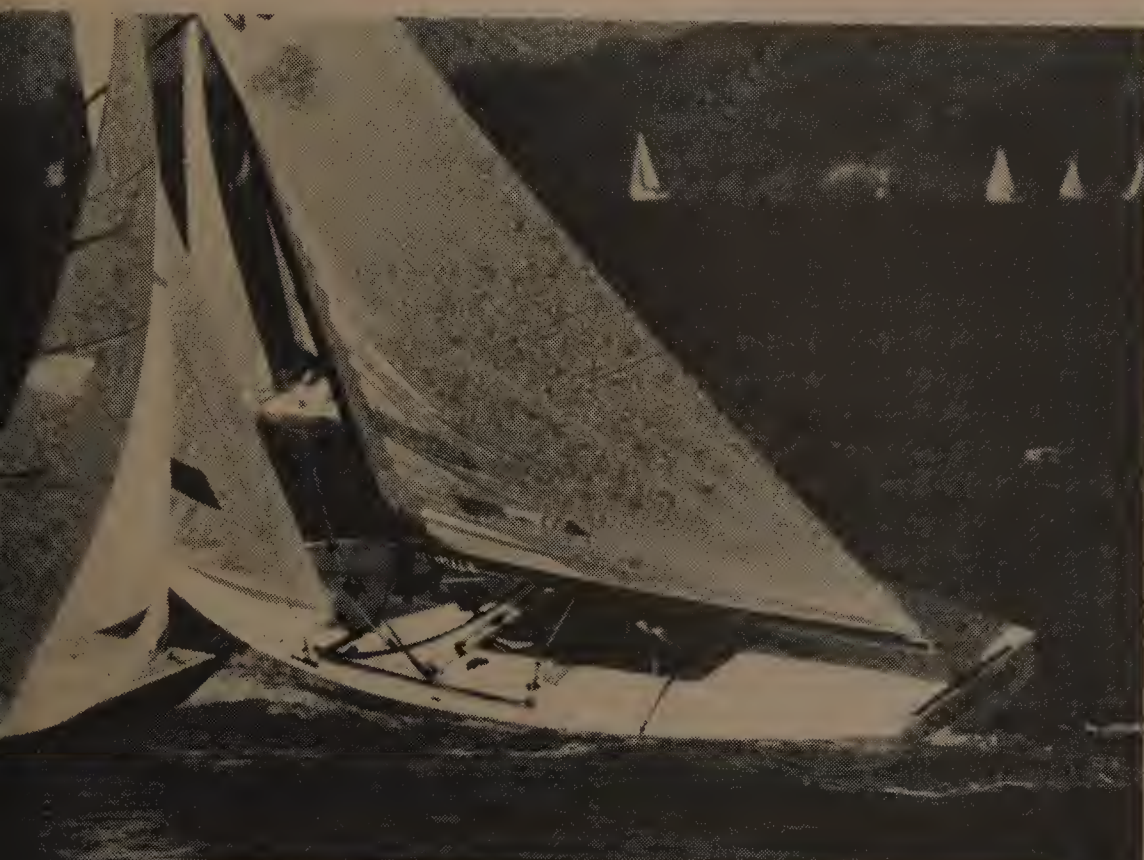


more of a fall windup; a fun way to end out the racing season.

The typical Star event takes place in current-free open ocean. The appeal — and the test — of the Paige is lots of current and lots of Bay sailing. The regatta, traditionally hosted by the St. Francis YC, regularly attracts the best and brightest in West Coast Star Boat racing. In past years, both Tom Blackaller and Dennis Conner have won the Paige. Today, the Star stars are guys like San Diego's Mark Reynolds, Seattle's Larry Whipple and the acknowledged chairman of the board himself, Bill Buchan, also of Seattle. Bill is an Olympic gold medalist and three-time world champion in the class. (An interesting side note: Buchan's gold-winning crewman Steve Erickson is currently in Australia trimming the mainsheet on the 12-Meter USA.)

The two-dozen Paigers started out with a moderate breeze on Saturday. The wind built through the day, and by Sunday was blowing a heady 20-25 with gust to near 30. The classic 23-footers, appearing identical in their white gelcoats and sails, marched

LATITUDE 38/JOHN R



PAIGE REGATTA RESULTS

boat	skipper/crew	homeport	scores
1. (no name)	Mark Reynolds/Hal Haener	San Diego	1-6-1-2 = 14.7
2. <i>Frolle</i>	Bill Buchan/Foss Miller	Seattle	2-1-7-1 = 16
3. (no name)	Larry Whipple/Kirk Utter	Seattle	8-4-3-5 = 37.7
4. <i>Mercury</i>	Stephen Gould/Bill Keller	San Francisco	3-13-5-3 = 40.4
5. <i>Air France</i>	Ross MacDonald/Bruce MacDonald	Vancouver	11-2-8-4 = 42.

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The Stars came out for the Calvin Paige Regatta.

across the Bay, weathering it all in stride. It's not hard to see why this 75-year-old class is still going strong. With the Worlds in Chicago next year and the '88 Olympics getting nearer, action will be hotter than ever in the coming year.

Veeder Cup

In a sense, the Veeder Cup is Monterey Bay's answer to the America's Cup. It is a matchrace between two of the four yacht clubs in that neck of the woods: the Santa Cruz, Elkhorn, Stillwater and Monterey Peninsula YCs. The winner gets to keep and covet the cup for a year, and then defend it against a challenger. The competition was conceived years ago by Grace Veeder, a wealthy Pebble Beach woman who wanted to get her grandson interested in sailing.

One large and thankful difference between this Cup and the Auld Mug races is that the Veeder is not done on 12-Meters. It is done on normal production boats — a different

design is usually picked every year — by people who are able to conceptualize the world in less than six figures.

In the past, the Veeder Cup has been raced on Olson 30s, Cal 29s, Santa Cruz 50s and Mercurys. This year, the circle came back to the popular Shields class sloops. In the defender's corner was Dick Clark, who won the Cup last year over the Santa Cruz YC challenge on Santana 35s. In this corner, the challenger: Paul Moose of the Stillwater YC.

Conditions were uninspiring. Typical of this time of year on Monterey Bay, the seas were flat and the wind was nil, or nearly so. The start of the first race was delayed from 11 a.m. until 1:30 when a ghostly westerly arrived. Clark took the first race by 2½ minutes. Subsequent wins in the second race Saturday and first race Sunday wrapped up the best three of five series, and the Veeder remains in its place of honor at the MPYC until next time around.

That, hopefully, is the other big difference between this year's Veeder and this year's America's Cup.

All Islander Regatta

As always, the All Islander Regatta attracted a good crowd for its annual race/party on October 11 and 12. In fact, this has proven to be such a popular event that we wonder why more same-manufacturer boats don't hold similar get-togethers.

Winds never got strong enough either Saturday or Sunday to make anyone change down to anything smaller than a 110. For classes that allowed them, 150s were standard fare. But that was okay. The weather was sunny and beautiful and the racing was first rate. Thirty-three boats in five classes — Islander 36, 30 MkII, 28, Bahama 24 and a PHRF class — competed.

Since the two races Saturday are spinnaker events and the Sunday race is non-spinnaker, there are no "overall" weekend winners in this regatta. Separate class perpetuals are awarded for each day's racing. This annual event was originally sponsored by Islander Yachts. Even as late as a couple years ago, they always sent T-shirts, caps and other items to be handed out to participants. Islander is now gone, but the boats and the annual regatta live on, overseen by a coalition of representatives from each of the local fleets. This is a popular event, and most of the past and present stars of those fleets turn out for this bash. It's also the big chance for those who don't get to do the regular series to show their stuff.

The Bahama fleet winners were no surprise. Mike Sheets on *Alternative* and Ken Speer on *Artesian* traded off wins Saturday and Sunday as they have done all year in One Design. Sheets won that season, and on Sunday, but rival Speers took the Saturday races.

In the 28s, Fred Conta's *Sagitta* prevailed on Saturday, while Carol Jesmore, who with husband Ken took last year's One Design season, took the spinnaker-less Sunday race. Bruce Sam demonstrated how hefty the Islander 28's rig is by hitting the San Rafael bridge with *Summertime's* mast. The accident trashed the spinnaker gear at the masthead (the chute was up at the time) and stopped the boat dead in its tracks. But both the headstay and mast survived. Try that with a bendy fractional.

John Bowen in *Current Asset* took the weekend in the Islander 30 MkII class, sweeping the fleet on all three races. PHRF

THE RACING

was the only weak class this year. R.F. Baldauf's *Islander 37 Windsong* was the only boat that showed up. But they wanted to take part, so did all three races.

The San Rafael Bridge got two boats on Saturday. The second was *Juggernaut*, Frank Tomsick's *Islander 36*. Like the 28 *Summertime*, he was the inside boat in a line of competitors running downwind toward the mark at the entrance to the San Rafael Canal. Like *Summertime*, he and another 36, *Fast Forward*, decided to cut the corner to save some yardage. He checked the tide — at its lowest. He checked the depth — plenty of water. He (and everybody else aboard) checked the bridge — it looked high enough . . . or did it? The next thing he knew, the antenna-mounted wind instruments clattered against the superstructure and the windex bounced onto the deck. Oops.

"I now know that it's exactly 54 feet under that section of the bridge at low tide," says Frank, who immediately tried to heel the boat more so nothing critical would hit. *Fast Forward*, only a few feet to starboard, made it through without touching. *Juggernaut* made it without hitting any more vital

appendages and went on to win the day's races. Season champion Eric Warner on *Prima Donna* won Sunday.

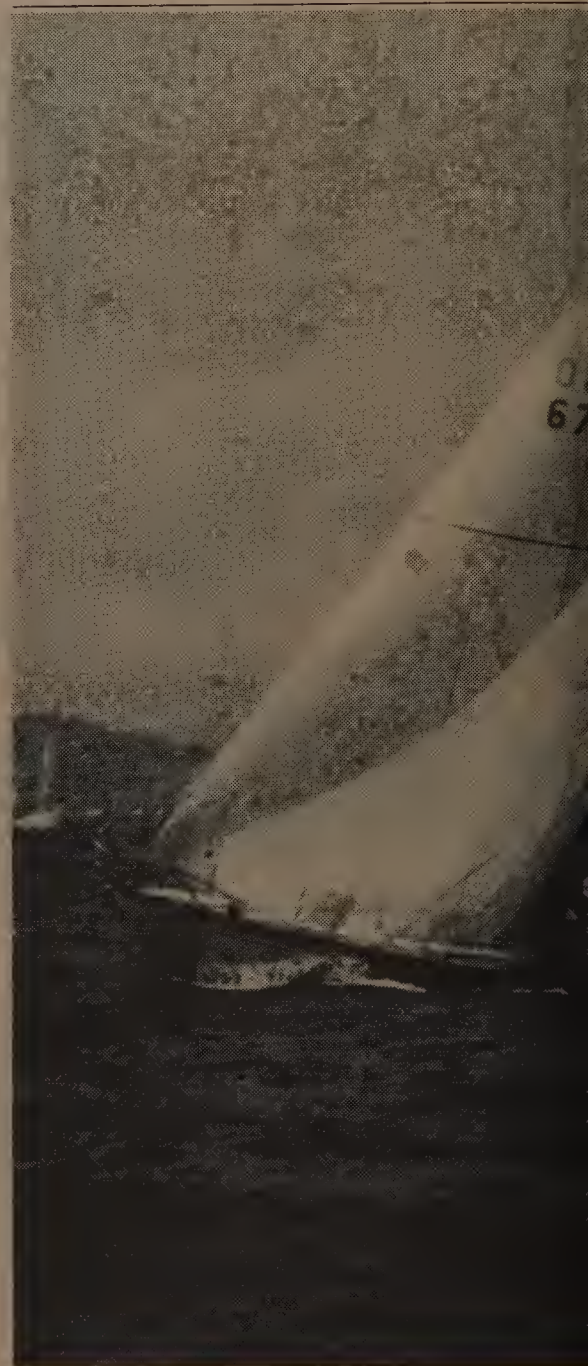
The hosting Tiburon YC put on another bang-up barbeque Saturday night for the *Islander* crowd. Although the host club for this annual event normally changes every year, TYC and the *Islanders* so enjoyed the association last year that they did it again. No official word for 1987 yet, but don't be surprised if the *Islanders* once again race and party in the North Bay.

ISLANDER 36, SATURDAY — 1) *Juggernaut*, Frank Tomsick; 2) *Grumpy Dog*, Cyndy Hessenbruch; 3) *Windwalker*, Rich Shoenhair/Dave Barton/Steve Strain. **SUNDAY —** 1) *Prima Donna*, Eric Warner; 2) *Valbari III*; 3) *Grumpy Dog*, Cyncy Hessenbruch.

ISLANDER 30 MkII, SATURDAY — 1) *Current Asset*, John Bowen; 2) *Elf*, Dick Casey; 3) *Play Buoy*, Les Packer. **SUNDAY —** 1) *Current Asset*, John Bowen; 2) *Antares*, Larry Telford; 3) *Anonymous*, Ed Perkins.

ISLANDER 28, SATURDAY — 1) *Sagitta*, Fred Conta; 2) *Jose Cuervo*, Sam Hock; 3) *Serifes*, Lee Wood. **SUNDAY —** 1) *Shanghai*, Carol Jesmore; 2) *Baizaphire*, George Horsfall; 3) *Sagitta*, Fred Conta.

ISLANDER BAHAMA, SATURDAY — 1) *Artesian*. All-*Islander* action. At right, the 36s beat to weather. Below, 'Juggernaut' shows how to remove masthead instruments without sending anyone aloft.



slan, Ken Speer; 2) *Alternative*, Mike Sheets; 3) *Menehune*, Sandi Harris. **SUNDAY —** 1) *Alternative*, Mike Sheets; 2) *Artesian*, Ken Speer; 3) *Menehune*, Sandi Harris.

PHRF — Windsong, *Islander 37*, R.F. Baldauf (only participant).

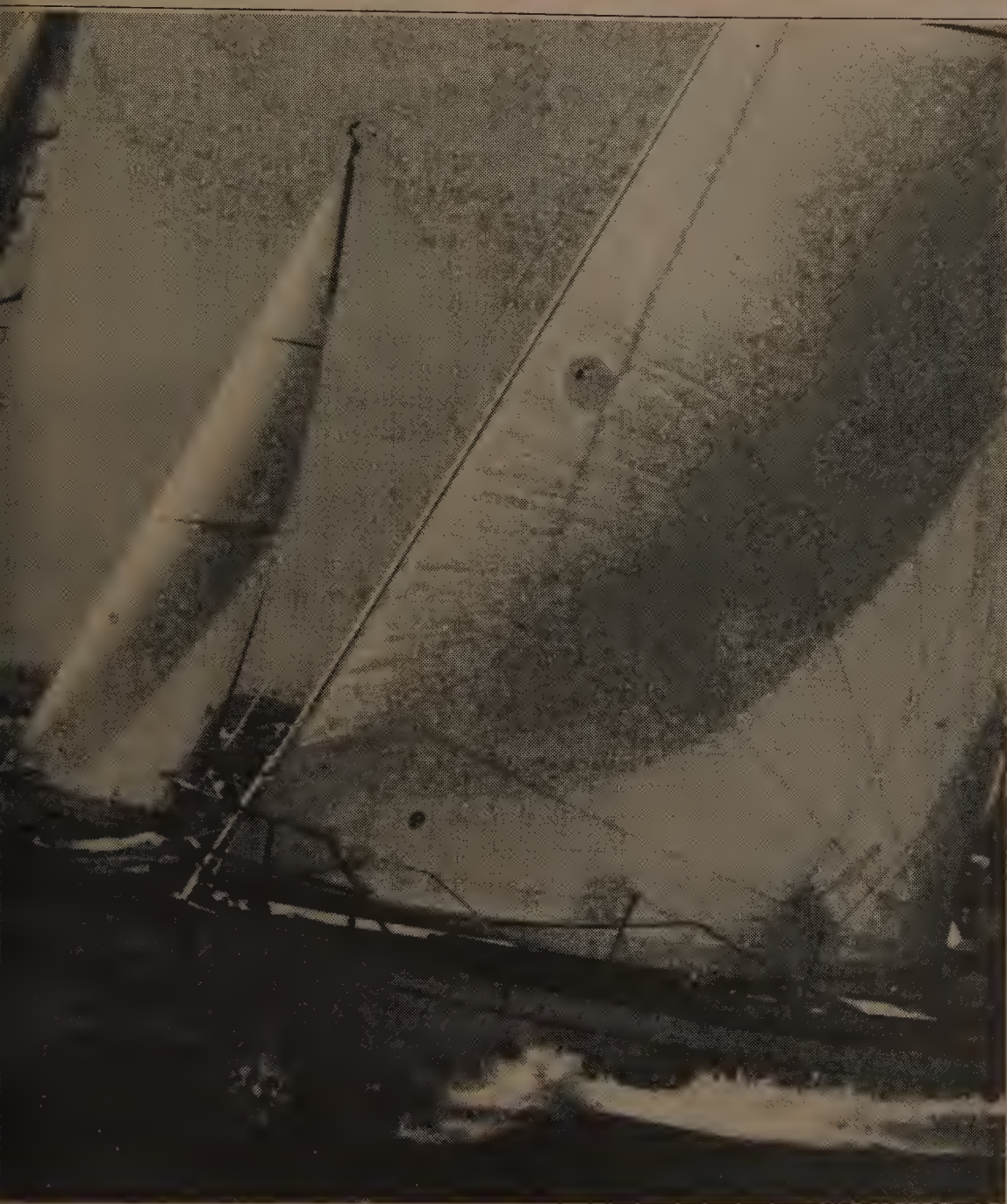
Yankee Cup

The Yankee Cup is HDA's (the Handicapped Divisions Association) champion of champions series for the year. It pits the top boats and crews from each of six divisions against one another in a three-race regatta to determine the fastest PHRF boat in the universe — at least that portion of it East of the Golden Gate. This year's matchup was held on the main Bay October 18 and 19.

Up to three boats from each division can compete. Eligible are winners of the first half of the season, the second half, and overall. If one boat sweeps the year, the second overall season placer may also do the Yankee Cup.



MIKE FITZ-GERALD



MIKE FITZ-GERALD

Boats this year ranged in size from 24 to 30 feet, and in rating from 90, for *Tres Equis*, to 219, for *Angel Ann*.

Race one on Saturday began in light breeze. The wind built through the day until by race two, it was blowing 20-25 with a good ebb. For Sunday's race, the wind started moderate and again piped up to a healthy 20 by afternoon. Racing went pretty much by the book, with the fleet bunched in light air and spread out all over the course in the heavier stuff. Since these guys are the best in their respective classes, about the only mistakes you can expect are an occasional bad call as to which side of the course might be favored. A few boats made those in relation to wind and tide. Several thought they may have picked the wrong way for another reason.

"About the only real excitement out there

was the couple of times when our fleet crossed courses with the Stars," says Bill Pritchard of *Dulcinea*. (The Star Boat's Paige

each other with no problem."

Look for a complete report on the winners of HDA in the second installment of our "Season Champions" series in the next issue.

The Vallejo 1-2

Somewhere in the Bible it says that "the last shall be the first". Nowhere was that more evident than in mid-October's Vallejo 1-2, a Singlehanded Sailing Society race in which competitors singlehand up to Vallejo on Saturday and doublehand back on Sunday.

Thirty minutes tardy to the starting line on Saturday were Jim Gannon on the *Sonoma 30*, *Kittyhawk* and Frank Dinsmore on the *Olson 30*, *Francis Who?*. Gannon had simply been late leaving Sausalito; then on the way over to the Golden Gate YC starting line he picked up Dinsmore, who's engine had petered out.

The late start did Gannon and Dinsmore nothing but good, for a heavy flood drove the punctual starters not only to the Blossom Rock rounding mark, but right past it toward the Bay Bridge. By the time the two tardy entrants hit Blossom, the wind had filled in and suddenly the delinquent duo found themselves at the head of the pack.

Gannon built a huge lead and then held on with a small spinnaker in fading winds to take line honors by 20 seconds from Bill Maudru on the multihull *Defiance*, which snuck in just eight seconds ahead of Dinsmore's *Francis Who?*.

Providence, however, is just so forgiving of late-starters — even if they play Good

YANKEE CUP RESULTS

boat	type	owner	div.	score
1. <i>Pretty Penny</i>	Mull 30	Roger Strawbridge	K	1-2-2
2. <i>Pearl</i>	Olson 25	Bill Riley	H	4-3-1
3. <i>Tres Equis</i>	Beneteau First 10	Rick Lowery	F	3-1-5
4. <i>Crinan</i>	C&C 30	Bill West	L	2-10-3
5. <i>Nebline</i>	Cal 28	Niel Mosher/Hans Carter	M	5-4-7
6. <i>Dulcinea</i>	Killer Whale	Mike Mathiasen/Bill Pritchard	M	6-6-4
7. <i>Screamer</i>	Schumacher Cust.	Dick Horn	J	7-5-10
8. <i>Angel Ann</i>	Ericson 27	Don Herzer	P	9-8-6
9. <i>X Ta C</i>	Olson 29	Bill Sweltzer	H	10-7-8
10. <i>Lelo</i>	Santana 27	Emile Carles	P	8-9-9

Regatta also used main Bay courses.) "They'd yell and motion for us to get out of the way, and we'd yell and motion back that we were racing, too. As soon as they realized what was happening, we were able to avoid

Samaritan to other late starters. Thus it was three Division III boats that corrected out on the fleet: Tony Soter in *Three Sheets*, Richard Sloan on *Nightwind* and Andy Hall with *Danville Express*. The weather condi-

THE RACING

tions where hot and light: ideal for that most perilous of maneuvers, the don't-got-no-autopilot, singlehanded spinnaker jibe.

The weather for Sunday's doublehanded return trip was schizo. Light winds and a strong flood near the entrance to Mare Island Strait knocked nearly two-thirds of the fleet from the race. Only those who crossed the river early enough got out of the flood to the good breezes. Good breezes which, by the back side of Alcatraz, were estimated to be between 30 and 35 knots.

John Walker and crew got their Hobie 33 out of Mare Island Strait first, and though they were passed by Joe Therriault in *Sundowner*, they sailed to a three-minute corrected time victory over Gannon and Rhonda Fleming on *Kitty Hawk*. Therriault corrected out third.

Shorthanded racing is extremely demanding of participants — but it's also the kind of racing that affords the most *personal* satisfaction. The Singlehanded Sailing Society's next event is the Three-Bridge Fiasco early in 1987. If you're looking for the meaning of life, you might want to give it a try.

SATURDAY (SINGLEHANDED)

DIVISION I — (Multihulls) — 1) *Defiance*, Cross 32 (tri), Bill Maudru; 2) *Sundowner*, Buccaneer 33 (tri), Joe Therriault; 3) *Tainul*, Newick 40 (cat), Peter Hogg.

DIVISION II — 1) *Ellixir*, Wavelength 24, Chuck Von Schalscha; 2) *Wizz Lass*, Tartan Ten, Len Jackson; 3) *Predator*, Hawkfarm, Linda Newland.

DIVISION III — 1) *Three Sheets*, Sprinta Sport, Tony Soter; 2) *Nightwind*, Ranger 23, Richard Sloan; 3) *Danville Express*, Newport 30, Andy Hall.

SUNDAY (DOUBLEHANDED)

DIVISION I — (Multihulls) — 1) *Sundowner*, Buccaneer 33 (tri), Joe Therriault; 2) *Tainul*, Newick 40 (cat), Peter Hogg; 3) *Defiance*, Cross 32 (tri), Bill Maudru.

DIVISION II — 1) (No name), Hobie 33, John Walker; 2) *Kitty Hawk*, Sonoma 30, Rhonda Fleming; 3) *Wizz Lass*, Tartan Ten, Len Jackson.

DIVISION III — 1) *Danville Express*, Newport 30, Andy Hall; 2) *Joshua H*, Columbia 8.7, Bob Carroll; 3) *Radical*, Custom 24, Randy Waggoner.

Hans Christian Race

Bill Patience is a myth killer. For the last several years, he's been whittling away at the notion that all big, heavy double-enders are slugs. Take, for example, *Vouvray*, his Hans Christian 43. While the news that he won the recent Hans Christian Regatta for the third year in a row might not impress you too much, he was also first in class in the Colin Archer, the Scotts to Scott's Race and the

annual Cruiser's Cup. In 1985, he missed taking first overall in the Oakland to Catalina Race by a matter of seconds. *Vouvray* might not be no ultralight missile, but it ain't wet, it ain't uncomfortable and it ain't no slug, either.

The Third Annual Hans Christian Regatta started off the Berkeley Pier the Saturday before the Big Boat Series. Eleven boats signed up; nine showed up to race in primarily light winds and a fair amount of traffic from the practicing IOR boats. HC43s took the top three placings. Ron and Doris de Vries' *Adios* came in second and Jim and Nancy Scala's *La Scala* was third.

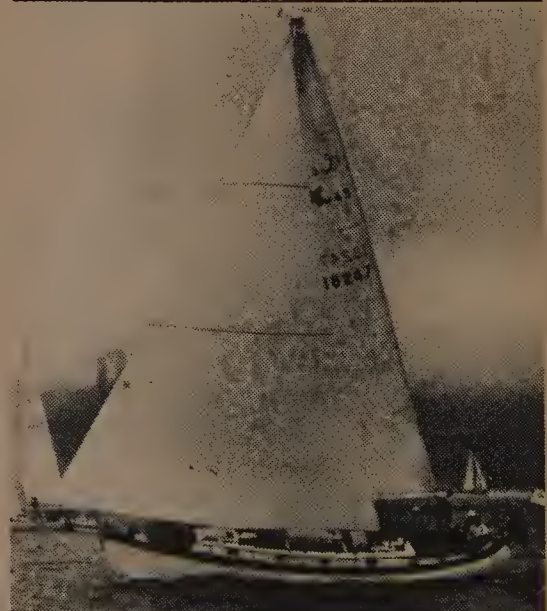
Patience's secret? Well, it didn't hurt that he raced Star boats in international competition for many years, but the fact is *Vouvray* and many of the quicker 43s have "performance underbodies" — essentially a long fin keel and skeg-mounted rudder.

Bill and his family are taking off soon for seven months in Mexico. After a short return trip next summer, it's off to the Mediterranean. For some things, you just can't beat those big, heavy double-enders.

Above, Jim Gannon (right) and Frank Dinsmore prove it's not always the early bird that gets the worm. Below, the performance Hans Christian 43.

Mulling Over the Possibilities

Several sailors at the Big Boat Series did a double take at one particular spectator boat. The radical, 48-ft catamaran *Wind Warrior* is eye-catching enough, but it was the familiar





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looking figure with the thick mustache at the helm that really aroused their curiosity. Is that; was that; *could* that be Gary Mull, chief naval architect and designer of the Golden Gate syndicate 12-Meter?

Indeed it was. Gary was invited aboard to get a sense of the structural considerations involved in multihulls, to watch the Big Boats, and to go sailing on a beautiful fall day, which also happened to be his birthday.

"It was a real, real kick," he says, visibly relieved to be talking about something besides front rudders and weird keels. He was out on the boat for several hours with owner Steve Shidler and other spectators and crew. "He really loved it," said one. "He lifted the hull several times while on the tiller and he was grinning from ear to ear."

Might we somewhere down the line see a multi from the drawing boards of the man who gave us the Santana 22, the Ranger 23 and 37, the Newport 30 and the 82-ft maxi *Sorcery*, among others?

"I've been talking to some people about doing a Formula 40 catamaran," he says. Nothing's firmed up yet, but yes, he is interested. "I like the idea of going 25 knots

on the wind."

Cabo Set to Roll

A total of 41 boats are officially entered in the Los Angeles to Cabo San Lucas Race. That's a handful more than expected, encouraging news for the LAYC. They changed the destination of this race from Mazatlan to Cabo due to declining numbers

there are no records to break, only set. How many races can you go on where you're assured a place in the record books if you win? With a fleet of at least 10 maxi sleds slated to go, elapsed times could fall into the four or five day range if they get the wind. Among the big ULDBs taking part are Vic Pennington's *Cheetah*, John Messenger's *Citius*, John Landon's *Kathmandu*, Mike

FINAL ENTRIES FOR CABO '86

boat	type	owner/skipper	yacht club
<i>Apparition</i>	SC 40	Bill Allen/ John Wintersteen	California
<i>Blade Runner</i>	Express 27	Michael Shiens	King Harbor
<i>Blondie</i>	SC 70	Mike & Pat Farrah	LBYC
<i>Camelot</i>	SC 40	John Blackburn	SCYC
<i>Cheetah</i>	Petersen 66	Vic Pennington	LBYC
<i>Cheval</i>	MacGregor 65	H.J. Ward	California
<i>Christine</i>	Custom 84	Fred Preiss	Pac. Mariner
<i>Cipango</i>	SC 50	Evan McLean	LAYC
<i>Citius</i>	SC 70	John Messenger	LAYC
<i>Coureur</i>	Schock 35	Jim Daniels	Seal Beach
<i>Encore</i>	Custom 65	Joseph Hoffman	CYC
<i>Escape</i>	Express 37	S. Dilbeck	SCYC
<i>Fastrack</i>	MacGregor 65	Michael Paselk	BCYC
<i>Hana Ho</i>	SC 50	Rolf Croker	SCYC
<i>Joss</i>	MacGregor 65	Dick & Camille Daniels	LBYC
<i>Kathmandu</i>	Lee 68	John Landon	SDYC
<i>Lady Godiva</i>	Swan 61	Victor Fargo	South West
<i>MaryJane</i>	Luffe 44	Lon Price	RYC
<i>Medicine Man</i>	Choate 42	Robert Lane	LBYC
<i>Merlin</i>	Bill Lee 67	Don Campion	SCYC
<i>Millennium Falcon</i>	Custom 41	David Turner	LAYC
<i>Minixpres</i>	Choate 42	Frank Chambers	LBYC
<i>Miramar</i>	Custom 68	John Scripes	SDYC
<i>Mongoose</i>	SC 50	Paul Simonsen	Stillwater
<i>Montgomery St.</i>	Cal 40	James Benning	RYC
<i>Nero</i>	Custom 45	Mike Ortiz, R. Taylor	Pierpont Bay
<i>Periclus</i>	Cent. 47	John Williamson II	SFYC
<i>Prima</i>	NM 70	Roy E. Disney	LAYC
<i>Quaunichan</i>	Davidson 44	William Clark	CYC
<i>Revelation</i>	Cardinal 46	Ferrell Forehand	Pierpont Bay
<i>Revenge</i>	Olson 40	Mike Campbell	LBYC
<i>Rollercoaster</i>	SC 50	J. Fraser/K. Burnap	SCYC
<i>Sea Star</i>	Swan 42	James Kapp	LAYC
<i>Shenanigan</i>	MacGregor 65	John Grindley	Capistrano Beach
<i>Strider</i>	Custom 55	Dave Pickett	Blue Lake
<i>Swiftsure III</i>	Custom 69	John Reynolds	LAYC
<i>Timber Wolf</i>	Custom 38	Larry Atkins	Seal Beach
<i>Typhoon</i>	Custom 45	John Olsen	LBYC
<i>Upbeat</i>	SC 50	George Barrett	SYC
<i>White Knight</i>	Custom 40	Phil Friedman	LAYC
<i>Winterhawk</i>	Custom 68	Harold Day	CYC

of participants who could afford more than a week off from this busy workaday world. Even though course instructions call for leaving Guadalupe Island to port, the race is still 150 miles shorter than it was to Mazatlan.

As this is the first year for the Cabo finish,

and Pat Farrah's *Blondie*, John Reynold's *Swiftsure III*, and the old war horse herself, Don Campion's *Merlin*. Four MacGregor 65s are also entered. *Pyewacket*, Roy Disney's Nelson/Marek 70, will not be ready for the race, so he's chartering a sistership,

THE RACING

Prima.

A half dozen Santa Cruz 50s, including *Hana Ho*, *Mongoose* and *Rollercoaster* will make the mid-range ULDB fleet an interesting one to watch. Other entries of note are Harold Day's mini-maxi, *Winterhawk*, Steve Dilbeck's race-winning Express 37 *Escape*, Phil Friedman's One-Tonner *White Knight*, and the '85 TransPac winner, Jim Benning's Cal 40 *Montgomery Street*, out to see if they can pull one more rabbit out of the hat. The smallest boat entered is a King-Harbor based Express 27, the largest, the 84-foot cold molded *Christine*. We'll tell you how it all turned out next month.

light to moderate air Olympic Circle triangles and some close racing. The 11 a.m. start of the first race had to be delayed an hour while the westerly wind line taunted racers just a few hundred yards west of the Southampton starting line. "But," said one racer, "The wait wasn't nearly as bad as having to listen to the guys on *Cannonball* play the Star Spangled Banner on their main overboard whistles."

The only casualty on Saturday was the spinnaker on the Express 37 *Blitz*, gored by its own spinnaker pole. Needless to say, the lack of a spinnaker didn't do much to improve *Blitz's* performance in the second



The Great Pumpkin

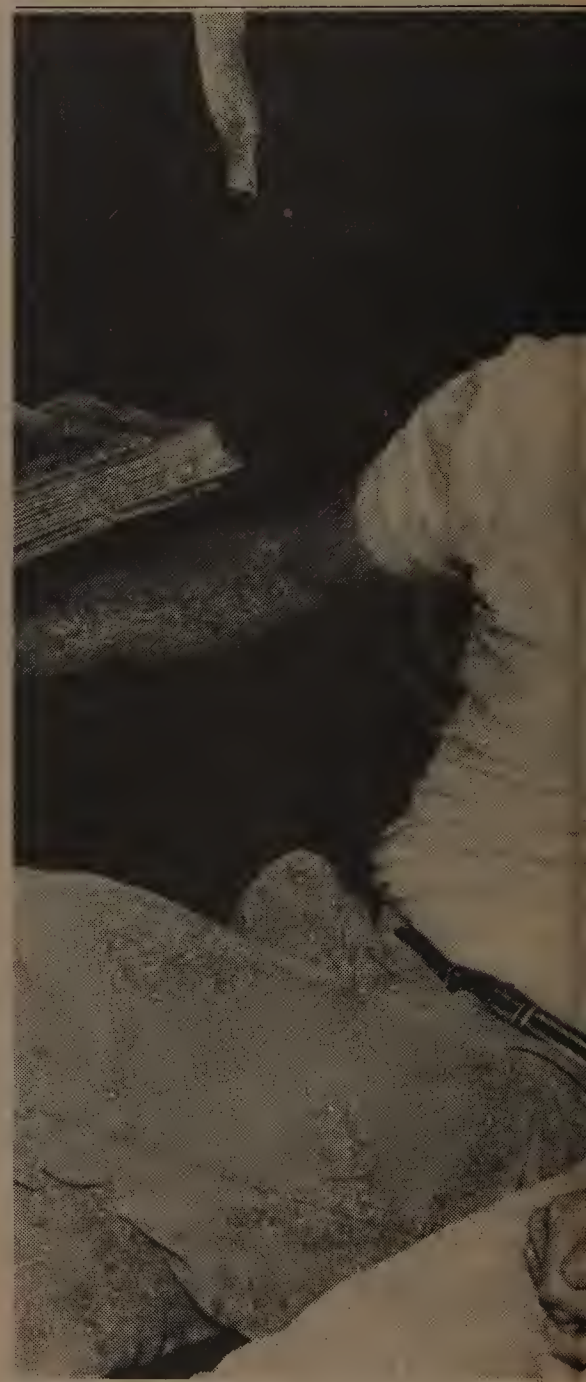
Fifty-eight boats in seven divisions showed up for a good time at the Richmond YC's second annual Great Pumpkin One Design Invitational Regatta, held on the weekend of October 18-19. The Richmond is known for its great parties and great racing, and this event did nothing to change that tradition. We know of no one who went away disappointed.

For the serious racers, there were serious races. The two Saturday events featured two

race.

True to its Halloween theme, Saturday's dinner menu at the Richmond YC included "Texas Chainsaw Salad", "Living Dead Lasagne" and "1000-Year-Old Buried Bread". Yum.

Sunday was just for fun. In this race, yachts could improve their standings by 1/4 to 1/2 point for each correct answer to an on-the-water trivia quiz. This was handed out right before each boat started on the reverse-handicap event, and had to be completed and handed in at the finish. "I had



Left, bowmen do their thing as J/24s round the weather mark at the Great Pumpkin. Above, getting nose-y at the 'Pumpkin party.

one hand on the test, one hand on the sheet and a pencil in my mouth," said Susan Lorraine. Sample questions: "Who said 'I never saw a fish with a square ass.?' (Ted Turner). "Who does *Australia II* designer Ben Lexcen have the most in common with: a. Alan Bond; b. Bob Miller; c. John Bertrand." (Bob Miller — that's Lexcen's real name.) John Liebenberg on Friday had one of the highest test scores, and moved up accordingly.

Boats could also get special awards for retrieving specially marked pumpkins from various areas of the course. The awards were touted as "spiritual" in nature, and they were. There was the *New Testament*, the

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LATITUDE 38/JOHN R

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Jeff Madrigali won the Sunday event on the J/24 *Sowickcited*. Mike Bruzzone on his Express 27 *Desperado* took second. Rounding out the top three was Leigh Brite's *Ringmaster*, an Express 37. The Saturday results are as follows:

J/24 — 1) *Sowickcited*, Jeff Madrigali; 2) *Chicks Dig It*, J. Peter Young; 3) (no name), Jim Titus. 16 boats raced.

HAWKFARM — 1) *Cannonball*, Rick Shuldt; 2) *El Gavilan*, Jocelyn Nash; 3) *Nighthawk*, John Siegel. 4 boats raced.

NEWPORT 30 — 1) *Topgallant*, Frank Hinman; 2) *Harry*, Dick Aranoff; 3) *Mintaka*, Gerry Brown. 10 boats raced.

EXPRESS 37 — 1) *Ringmaster*, Leigh Brite; 2) *Mainframe*, Saperstein/Baldwin; 3) *Re-Quest*, Glen Isaacson. 7 boats raced.

CAL 2-27 — 1) *Temptation*, Rollye Wiskerson; 2) *Zephyr*, Bruce Nesbit. 2 boats raced.

EXPRESS 27 — 1) *Leon Russell*, Leon Daniel/Russ Johnson; 2) *Trimmer*, Skip Shapiro; 3) *Tamen*, Ralph Morgan. 11 boats raced.

SANTANA 22 — 1) *Diana*, John Skinner; 2) *Solitan*, Mark Lowry; 3) *Tara*, Howard Brunn. 4 boats raced.

Professionalism, Advertising and the USYRU

On October 19, the United States Yacht Racing Union wound up their annual General Meeting in San Diego, a General Meeting in which a number of recommendations were passed that will pave the way for more professionalism and advertising in yacht racing.

Earlier in the year a working party examined the professionalism and advertising issues, and made seven recommendations. Four of them were passed at the General Meeting, several others were not, but only

because of technicalities.

A brief review of each:

Recommendation 1 — The USYRU should adopt a prescription to rule 26 that will permit the display of event sponsor's flags while racing. This recommendation was not passed, but it's likely it will be in the future.

Recommendation 2 — The USYRU should adopt a prescription to rule 26 that will eliminate any penalties for casual, unrelated advertising in events which specifically permit it. This recommendation was not passed, and left in place an absurd situation. As it stands now, a boat can technically be thrown out of a regatta if a crewmember wears a hat with a Budweiser emblem; or a jacket with a Patagonia logo; or shoes with the Nike name on them — any sort of casual wear such as that. Heck, any boat in the Big Boat Series could have been tossed on this technicality. It's expected this issue will be readdressed soon.

Recommendation 3 — The USYRU should adopt a prescription to rule 26 that will permit yachts to carry advertising, but only in events that will specifically permit it. England and several other countries has already made this move. It does not mean we'll see outrageous advertising on boats — in events that permit it — but carefully prescribed advertising as set out in 26.2i. What events will allow it? Almost surely the Admiral's Cup and very likely the Kenwood Cup — events in which it costs a typical boat \$70,000 to be part of a national team. As for the SORC, Long Beach Race Week, and the Big Boat Series — we'll just have to see.

Recommendation 4 — The USYRU should appoint a working party to recommend, not later than the spring meeting, a USYRU position on changes in rule 26. This was passed.

Recommendation 5 — The USYRU should adopt guidelines to help event organizers create additional grand prix and corinthian racing games as further options to the "open" racing which predominates today. This so-called 'Classification Guide' recommendation was not passed, although USYRU Executive Director Steve Black thinks only because it was not fully understood.

Recommendation 6 — The USYRU should adopt a position statement which

THE RACING

makes it clear that USYRU intends to serve and support the development of commercial and professional racing. This was passed.

Recommendation 7 — The USYRU should organize a meeting of commercial sailing organizations to help identify their needs and to begin planning how USYRU can support them. This was passed.

Taken together, the above passed measures indicate that the USYRU sees that yacht racing is changing in regard to professionalism and advertising, and while not necessarily encouraging the change, wants to be part of the natural evolution.

In an additional development, the USYRU formed a national organization to serve boardsailing.

Lasers 'Round Alameda

It started out as a publicity stunt. In the last 14 years, however, the Annual Laser Race Around Alameda has transcended its commercial beginnings to come into its own as one of the Bay's most singular events.

The uniqueness of this competition goes beyond just circling Alameda Island. The strategies and skills involved go beyond wind and current. For one thing, you can go either clockwise or counterclockwise. Although one way is generally favored because of tides, usually a half dozen boats or so of the normal 25-boat fleet (which includes Laser IIs) go the "wrong" way. If the fleet is more evenly split, the right way goes with the majority.

The other significant aspect of this race is that four of the bridges on the route are lower than a Laser's mast. Unless competitors are lucky enough to sneak through when one opens for a bigger boat (bridge operators don't open for Lasers), they must heel or purposely capsize their boats to get through. (That's where going the right way — with the tide — comes in handiest.) In case anybody gets disoriented, race T-shirts all feature a chart of Alameda.

This year, 21 Lasers and five Laser IIs took part. The favored route was counterclockwise, and only one boat went the wrong way. Some think he did it only to be assured of getting something for his three hours on the water: awards are given for right-way winners in both classes, as well as for the winner of the wrong way. By the



way, no wrong-wayer has ever beaten the right-way winner. Here's how they stacked up at the end.

LASER — 1) John Sweeney, Redwood High School Sailing Team; 2) Doug Keiler (last year's winner), Chula Vista; 3) Bruce Edwards, Santa Cruz YC; 4) George Pedrick, RYC; 5) Paul Kerner, San Rafael.

LASER II — 1) Seadan Wijsen, Kensington.

WRONG WAY — 1) John Hutchinson, San Francisco.

Martin wins first leg of BOC

John Martin drove the *Tuna Marine* across the Cape Town finish line at eight knots under spinnaker to win the first leg of the 1986 BOC. As Martin raised both arms in a victory salute, his fellow South Africans cheered from the jetty and more than 50 spectator boats blared their horns. A South African mine sweeper fired a cannon as the 60-foot sloop crossed the finish line.

Martin's time in the 7,100-mile journey from the start in Newport, Rhode Island was

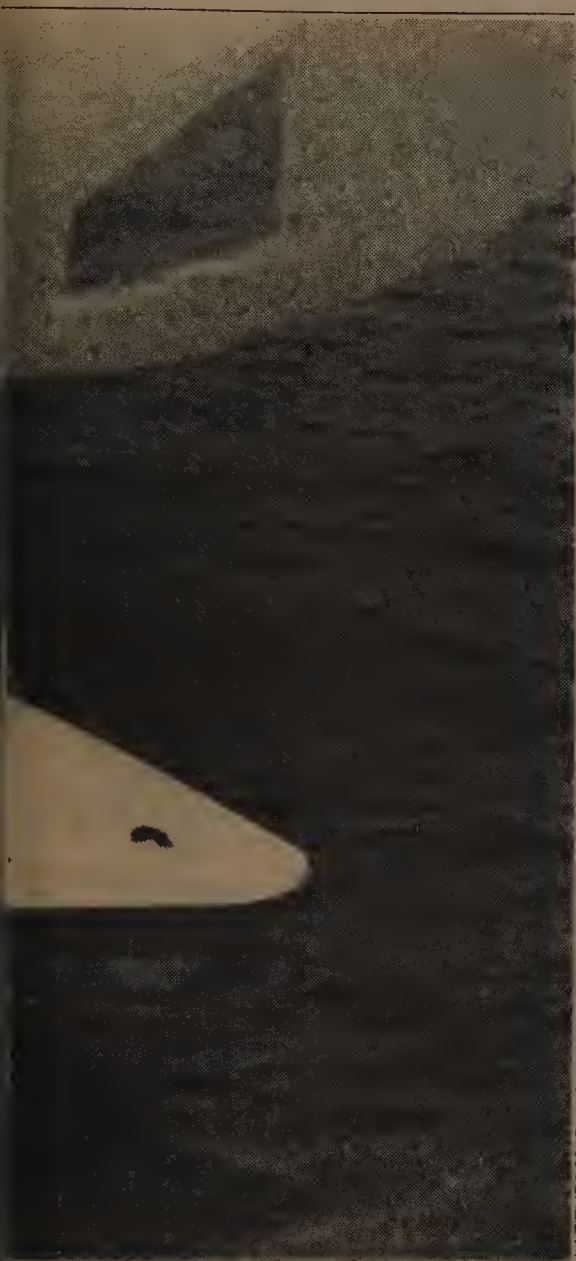
Above, racing solo around Alameda. Right, racing solo around the world. 'Credit Agricole III' placed second in the first leg of the BOC.

42 days, 1 hour and 10 minutes, beating by five days the record set by the 1982-83 BOC winner, Philippe Jeantot.

The second leg of the 27,000-mile around-the-world race was to start November 15, ending in Sydney. From there, the fleet will head to Rio de Janeiro, then back to Newport, where first finishers are expected in May 1987.

Jeantot, sailing the 60-foot *Credit Agricole III*, was the second competitor to reach Cape Town, arriving just 14 hours behind Martin. Third place went to Frenchman Guy Bernardin, in the 60-foot *Biscuits Lu*.

Twenty-five sailors in monohulls from 11 countries had entered the race. The August 30 start was marred by several collisions, some involving the spectator fleet. The cold-molded 45-foot *Air Force*, struck a submerged object September 5 and presumably



LATITUDE 38/JOHN R

sank after racer Dick Cross was picked up by a helicopter.

Race Notes

The **Lake Merrit Sailing Club Mid-winter Series** dates are December 7, February 16 and March 15. Entry fee is \$10 for the series or \$4 per race, which includes coffee and donuts.

With the pressure off, work on Roy Disney's **Pywacket** is progressing at a more normal pace. The Nelson/Marek 70 was originally scheduled to break her maiden in the November 8 Cabo Race, but it wasn't meant to be, says Greg Stewart of Nelson-Marek Yacht Design in San Diego. *Pyewacket* will definitely be ready for the February Mexico races. Meanwhile, Disney has chartered the sistership *Prima* for the Cabo event.

While we're on the subject, another big **Nelson/Marek** beauty has been relocated to the Bay Area. Veteran of several Mexico

racers herself, *Pandemonium* has been bought by a San Francisco doctor. No word yet on what his plans are. The boat was formerly based in Southern California.

The first ever **South Beach Harbor Cup Race** is scheduled for November 15. This brand new invitational is open to IOR and PHRF boat, says the literature, and "everyone is welcome". First overall prize is two round-trip tickets plus a week's accommodations in Hawaii. Part of the \$25 entry fee benefits the WRA (Womens' Racing Association). For an entry form, call Marcia Schnapp at 631-0399.

Now is the time all boating-oriented organizations should be getting materials in for the 66th edition of the **Yachting Year Book**. In case you don't know, this is the encyclopedia, used boat directory, phone book and Bible of organized boating in the Bay all rolled into one. It lowers blood pressure, saves marriages and heals the crippled — believe us, we'd be paralyzed without a dog-eared copy or three around the office — all for only \$7.95 at any chandlery or nautical bookstore. The 1987 issue hits the shelves late March or April. For more information, call Burnett Tregoning or John Super at 388-8327.

Speaking of sources of information, you racers have to **write more legibly** if you

North Sails and J-Boats West will put on **A J/24 Tune-Up Weekend** on November 21 through 23. Seminar leaders Larry Klein, John Kosteki and Matt Ciesicki will conduct technical lectures, chalk talks, video review and on the water coaching for interested skippers and crews. Tuition is \$80 per boat (\$100 if you register after November 7) and you must supply your own J/24. If you can't get a boat, crew positions may be available at the seminar. Call Matt Ciesicki at J-Boats West — 522-0545 — for more information.

The 1986 **Route Du Rhum** gets underway off St. Malo, France on November 9. Fifty boats in five multihull and three monohull classes will compete for \$300,000 in prize money. The finish line is at Point-A-Pitre, Guadalupe. To get there, you hug the Northern coast of France till you get to the Ushant light, then turn left and go about 3,000 miles across the Atlantic till you see the signs.

Finally, we're going to leave you this month with a thought from Ted Turner, the Man Behind the Mouth himself. But before we do, we'd like to invite everybody to share their **funny stories** about racing. We'll run these as a regular feature in *The Racing Sheet* under a heading like "One for the Rail." We prefer that you write out stories rather than phone them in. Send them to



CARL SEIPER

ever want your name to appear in the illustrious publication you're now perusing. A lot of times, the entry form is all we have to go on for boat type, crew names and so on. If it can't be read, it can't be printed, so slow down and make it look nice. All of you can't be doctors.

One For The Rail, Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Now here's that Turnerism:

"Women would supplant boats as my favorite thing in life, but for the fact that they cost more and make less sense."

Have a good month!

CHANGES

With reports this month from **Cous Cous** in Victoria; **Repose** in Santa Rosalia; **Nanok** on the trip from Nicaragua to Florida; **Xanthos** in Costa Rica; the **Allens** remembering Rodriguez; the **Allan** family in Papeete; the **Ensenada Lowdown**; **Marlah** in Honolulu; and, **Cruise Notes**.

Cous Cous — Hans Christian 38 Joanne & Roper Lextrait Victoria, British Columbia (Honolulu, Hawaii)

After a 19.5 day passage from the Ala Wai in Honolulu to Neah Bay, Washington in August of 1985, Jojo and I spent the remainder of the year cruising the beautiful Northwest. We took our time exploring the San Juan Islands; Friday Harbor, Deer Harbor and Sucia Sound. We also toured the Gulf Islands, such as Thetis Island (thank you, Mr. Hunter, for the tomatoes and carrots), Bedwell Harbor (lots of good clams), and Galiano Island (mushrooms galore) . . . etc.

Besides stopping in cities such as Victoria

encountered a snow storm.

Together with two Indians we met, we tried to chase and hunt big bears! We saw some huge bear tracks wherever there were salmon in the river. It was exciting, but we never did get one.

The Northwest we know has safe anchorages, nice people and great fishing — including crabs and clams. Except for the fact that the cost of various things had increased quite a lot, it's still a fantastic place for any type of boat.

We also ate like a king and queen during the trip because I'm a French chef. For example, at Deserted Bay we had shrimp; I sauteed them with olive oil, garlic and thyme and then added cognac and butter. Delicious!! The shrimp we're given to us by George the fisherman — who, naturally, ended up having supper with us.

Although our crossing from Honolulu last August was kind of rough due to a big storm the last three days, *Cous Cous* has proven to be an excellent boat.

Joanne and I were married aboard *Cous Cous* last April off Diamond Head. The minister was so unaccustomed to the rocking of the boat that she fell down a few times and nearly dropped the wedding ring overboard! Incidentally, I'm French French and Joanne is Chinese Chinese. And we're both U.S. citizens. Our English is a little raw, but we're willing to keep trying until we get it right.

I had lived in Hawaii for two years. Although I found the climate to be ideal in Hawaii, cruising there is a disappointment compared to the Northwest.

We're now in Victoria Harbor waiting to head south to San Francisco. Our plan is to spend Christmas in Mexico and then go on to the Marquesas and Tahiti.

— joanne and roper

Joanne and Roper — Please accept our apologies. We know we received this Changes way earlier in the year, but somehow it got misplaced until just this month.



Roger with the catch-of-the-day.

and Vancouver, we also had the opportunity of seeing the serenity up north in Canada at such places as Princess Louisa Inlet and Chatterbox Falls. But by November we



By the way, your English is far superior to that of many folks who've lived here their entire lives.

Repose — Whitby 42 Tom and Jean Ness Santa Rosalia, Baja Sur (Edmonton, Canada)

Hola from Santa Rosalia, Baja California Sur, an interesting and friendly town north of the usual cruising circuit in the Sea of Cortez. Santa Rosalia has a good harbor and now that the mining industry here has been closed down, it's free of the pollution that once discouraged cruisers from stopping here.

We suggest that boats planning to summer-over in the Sea of Cortez head well north. The coolest area in the gulf would seem to be around Bahia San Francisco.



COURTESY 'COUS COUS'

to prepare the boat for the South Pacific and hope to be in New Zealand for Christmas of 1987.

tom and jean 9/21/86

**Nanok — N/A
Martin and Joyce Aalso
Nicaragua to Florida
(Northern California)**

We were in Nicaragua when we wrote last. We are now back in the United States; Panama City, Florida to be exact. Getting here wasn't the most straightforward thing.

After transiting the Canal we departed Colon, Panama, for Isla Grande, a favorite place where we spent two weeks snorkeling and loafing. Reluctantly — the season was getting late — we headed north under power.

The next day the wind came up strong out of the northeast and soon we were down to a reefed main and a staysail. The waves were huge and on the beam, so for the first time we felt queasy. Two days later we sighted Isla San Andreas to starboard, which meant we were making too much leeway. Two days later we were in just 20 fathoms of water, using our depthsounder, and slowly trying to make our way northwest along the 100 fathom line of Nicaragua.

Five days later we came to the realization that we were in the counter-current that runs south — and thus were getting uncomfortably close to the Nicaraguan coast. So still reefed, we headed back to Colon, arriving three days later. This 1,000-mile roundtrip to nowhere was a nice introduction to the Atlantic Ocean.

After a week in Colon resting up, we went out to Isla Grande again and instituted Plan B: Go 200 miles east and then turn north. The San Blas Islands were on the way, but because it was so late in the season our stay was brief.

We put in at Holaudes Cay, which had beautiful, clear water. The Cuna Indians, as everyone has reported, were wonderful people. We continued making the rounds of the islands and discovered everyone loved our dog, who became quite a celebrity. Whenever we dropped anchor, kids would row out in dugout canoes, shouting, "Otto, Otto!"

The Cuna men have an interesting commute. Every morning they leave the islands

where there are several fine anchorages abundantly stocked with fish, shellfish and other goodies. The diving is excellent and it is usual to have anchorages all to yourself.

Santa Rosalia is the last major supply stop on the way north. The next supply stop is at Bahia de Los Angeles, where a limited selection of provisions is available. Santa Rosalia has good grocery stores, a produce market, good water from the tap and a Pemex station close to the waterfront. However, beware of the *ladrones* at the pumps! Before putting any fuel in your jerry jugs, agree on both the capacity of your jugs and the price per litre of the fuel. And count your change.

Difficult or impossible to find is block ice, and there is no laundromat, although we had good luck sending a bag of really filthy clothes home with one of the shipyard workers after we'd completed hauling our

'Cous Cous' spends a numbing November at Chatterbox Falls.

42-ft ketch at the yard.

Haulouts here now cost about the same as in San Diego, but the pace of work is slower. Most of the dozen or so cruisers that hauled here have been reasonably happy with the work done.

But by far the best reason to stop at Santa Rosalia is to go to the Mairén restaurant where Senior and Senora Espinoza will prepare — just for you — great food at very reasonable prices. Great food takes time to prepare, so be willing to spend three hours over supper. Ask for the book published to celebrate Santa Rosalia's centennial, and sit outside and learn some local history while you wait.

We're headed south from here to La Paz

CHANGES

at sun-up and paddle to the mainland where they farm. On the way home in the evening they troll for fish or dive for lobster.

The women wear traditional dresses, hairstyle and wear a gold ring through the nose. We didn't have much money to buy the traditional *molas*, but we managed to get some by trading paint and used sails.

Finally — it was now July 12 — we headed northeast again. We immediately encountered the same big waves as before, but the wind was now a pleasant 20 knots. We scooted right along.

Five days later we saw a couple of big ships stuck on Quinta Sueno Reef, which is 200 miles from land. It was eerie!

We finally sighted Cozumel on the 22nd and dropped anchor. Nearby Isla Mujeres was the next stop, and we had a terrific time, with lots of fish, lobster and inexpensive shops and restaurants.

In early August we bid good-bye to Earl Hansen of Sausalito on *Incredible*. A few miles offshore we were boarded by the Mexican Navy for an inspection. They were very cordial. Just an hour later the United States Coast Guard was on our stern requesting the pertinent information. However, they did not board us.

After a week of dodging thundersqualls, we finally arrived here at Panama City, Florida, where we have tied up at the city marina. We've found it to be a nice place with good people. We've taken jobs and may spend the winter here since it's so inexpensive.

We say "Hello" to everybody — you know who you are. Our address is 1 Hamilton Ave, Panama City, FL. 32401.

— joyce, martin & otto the dog 9/15/86

Joyce, Martin & Otto — That Cuna Indian concept of commuting is really the answer to Bay Area traffic problems. If we could just get the commuters to kayak to work instead of using buses and cars it would make life much better for everyone — including the commuters! Think how much healthier their hearts would be from the exercise and eating all that fish. Trust us, it's gonna catch on big.

As for your travails in getting from the Panama Canal to Florida, you're not alone. It's always a hard thrash from the Canal, no matter if you're headed to Florida or the Lesser Antilles. We think it was Donald

Street who noted that many cruisers have decided the easiest way between the two points is via the Galapagos, Tahiti, Australia and the Cape of Good Hope.

Seriously, if anyone has what they feel is the right strategy for going north or northeast from Colon, we'd be delighted to publish it.

Xanthos — Mull 39

**Bob Larsen and Bob Harmon
Puntarenas, Costa Rica
(Sausalito)**

Official entry here at Puntarenas continues to be inconsistent. Any vessel arriving here might get a different reception than the one before.

In our case, we reported in on a Monday, leaving the boat anchored at Isla Jesusita and taking the Paquera ferry into Puntarenas. (At least one vessel anchored had completed their entry in just that way). No dice. The officials at the *capitania* told us to anchor off the municipal pier, on the seaward side of Puntarenas, and await boarding by the usual collection of officials representing the *capitania*, customs, narcotics police, immigration, and ministry of health. Back we go on the ferry.

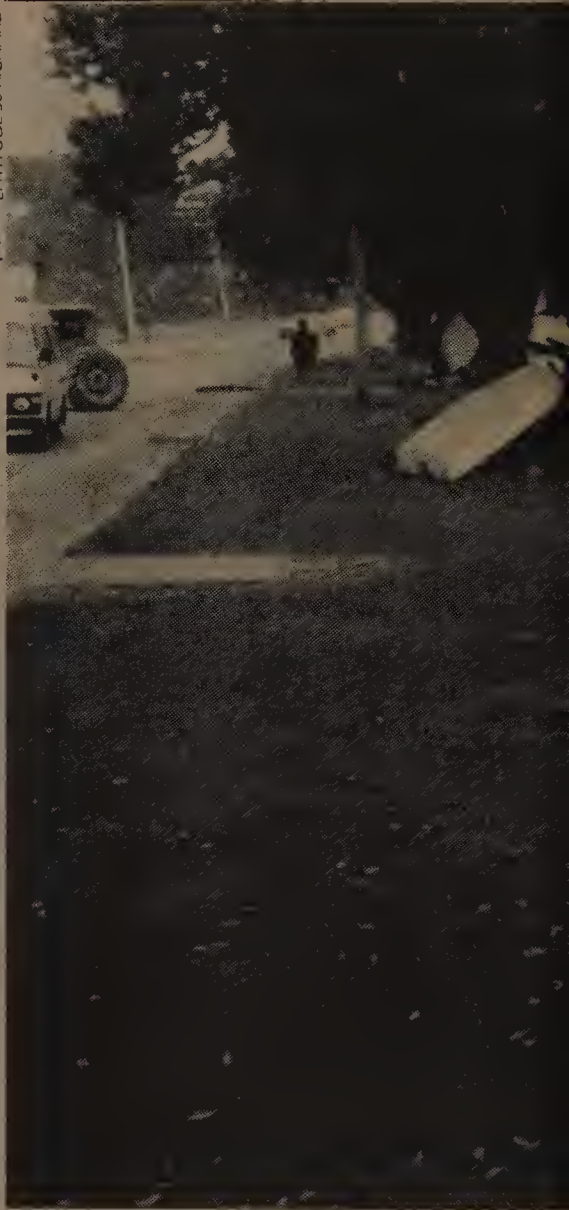
Tuesday, bright and early, we anchor off the pier. After a two hour wait, we go in and the port captain advises us to go around to the estuary side and await boarding there, after 2 p.m. No visitors show up Tuesday or Wednesday morning.

A visit to Parque Aquatico cleared matters up. Don Rodrigo, the manager there, made some calls and found that the various government offices had been unable to coordinate transportation. End result: we walked our papers around town. There were no official charges, by the way, and no *mordida*.

Different yachts, both in *Latitude 38* and here, report varying treatment and different experiences. The only constant seems to be that, if Puntarenas (and not Playa de Cocos) is your first Costa Rican stop, be flexible.

We do recommend Parque Aquatico, mainly because the people there are extremely helpful and friendly. Don Rodrigo can be invaluable in getting settled in Puntarenas, and Felix, one of the workers there, speaks excellent English and is often available for odd jobs or to look after the boat. Parque Aquatico offers a dinghy landing, showers, water, and access to laundry

LATITUDE 38 RICHARD

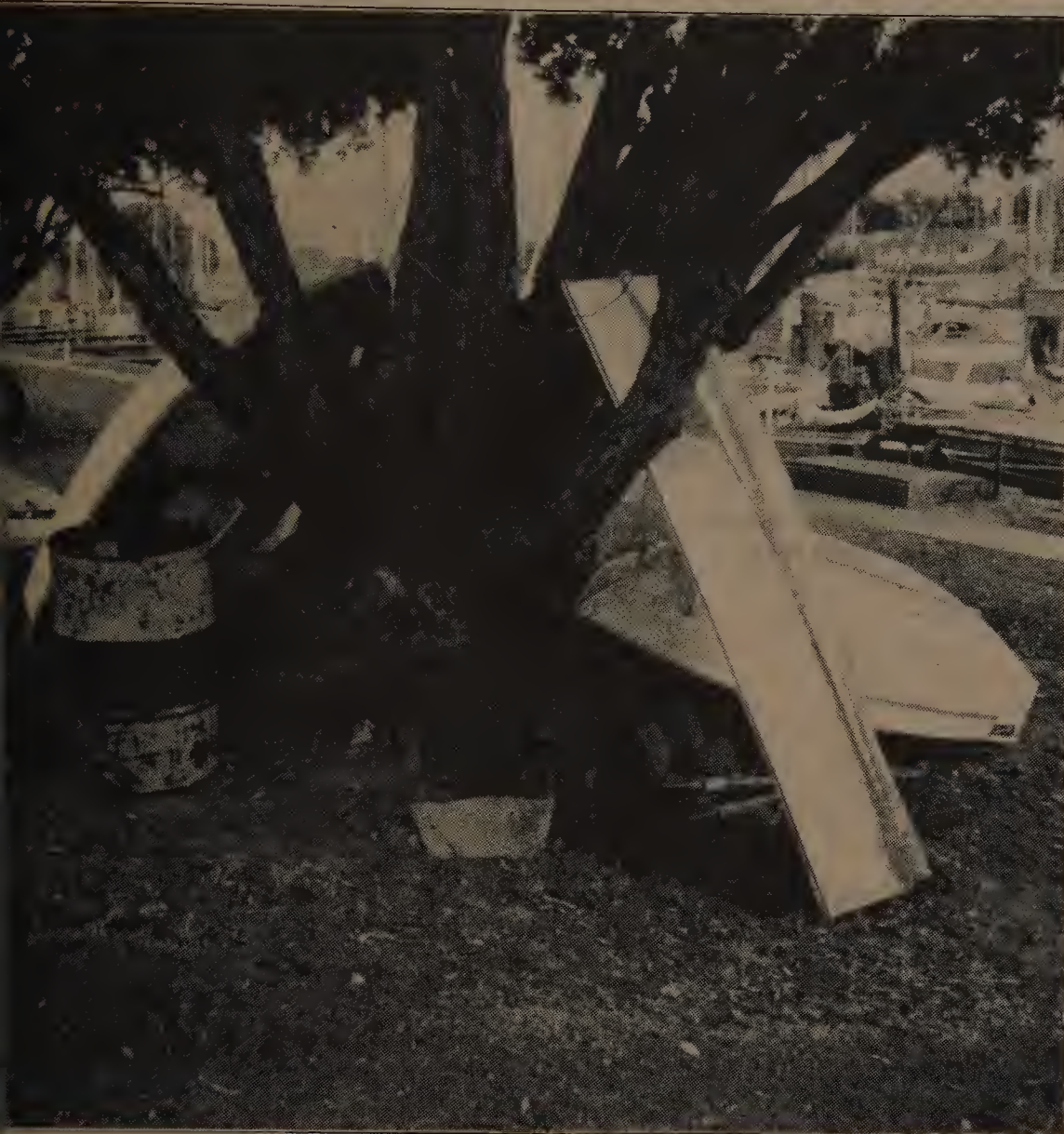


services for \$2 U.S. a day (laundry extra, of course). Parque Aquatico also includes the "Bar Bananas", one of the most pleasant bars in town and an alternative to the usual nightlife further downtown.

One final note on Costa Rican entry procedures: You should get visas prior to coming in. Stateside consulates are apt to offer only visas that'll lapse 30 days from issue. However, the consulate in Guadalajara will (or did) issue a visa that will stay open long enough for you to get to Costa Rica. Guadalajara is a great side-trip anyway, but let's stay with the visa problem.

Guadalajara is a 6½-hour bus trip from Puerto Vallarta. We left Xanthos in Nuevo Vallarta this April without any problem, during the seven days we spent up there. The *Tres Estrellas* and TNS (first-class) lines were running and offered modest fares at that time.

The Costa Rican consulate in Guadalajara is on Calle de los Jardines 492, between Ermita and Santa Maria, in Colonia Chapalita. The telephone number was



We're not saying Kiwi's are weird, but every tree in downtown Whangarei has three or four dinghies tied to it.

22-85-25 (the phone and address listing in the phone book were incorrect). Take a city street map and be prepared to navigate; your cab driver might not be able to find the place. Ours couldn't. It might be a good idea to call in advance for an appointment, and when you get there, ask for a visa that'll permit you sufficient time to get to Costa Rica. Be sure to advise them that you'll be going by yacht; this consulate understood, at least. We weren't charged anything, by the way, and we're certain that it made our reception in Puntarenas much easier.

One warning: A new law here requires all visitors to have a passport, and may require you to telegraph Immigration in San José. If your visa request is approved, permission is telexed to the consulate. Be sure to specify the consulate (Guadalajara or whatever) if it isn't the one closest to your official residence. This measure is nearing approval, but kicking up a fair amount of controversy. It may

or may not be amended. Another reason to check with the consulate.

Puntarenas itself may or may not be your cup of tea; however, there's more to it than the honkytonks you find within two blocks of Lilly's Bar (though Muelle 14 is an exception — a yachtie/pensionado hangout with good pizza). Puntarenas is a good base of operations for cruising the Gulf of Nicoya, and is accessible by ferry from the Isla Jesusita/Cedros and Playa Naranjo/Oasis del Pacifico anchorages. It's possible to stock up on groceries and whatnot by ferry without the hassle of dodging mudbars in the estuary.

Puntarenas is also convenient to the interior. The bus to San Jose runs nonstop and hourly. The two hour trip is 70 colones. The train leaves at 6 a.m. and 3 p.m. on the dot! Though it takes four hours and stops every ten miles or so, is worthwhile at least once for seeing the countryside, which is really something. The train fare is \$60.00 and in some ways, oddly, is like an amusement park train — though the entertainment value

may be greater.

San Jose is a pleasant city — clean, high and cool, and in a beautiful setting. It offers a number of museums, good restaurants, and tours into the surrounding country. Your first stop should be the *Instituto Costarricense de Turismo* (ICT), next to the National Theater in the basement of the Culture Plaza.

Let me close by saying that Costa Rica is a considerable change of pace from Mexico. We found the countryside to be almost parklike in many areas, and the country itself to be quiet and reasonably well-off. Just like Mexico, though, its people — so far as we've found — have been invariably friendly. The comparison may seem a bit out of place, but for any cruisers who come here from some time in Mexico, and we have, the change of pace is considerable.

— bob harmon 9/16/86

Remembering Rodriguez Tavarua — DownEast 32 Joan and Rex Allen (Vallejo)

Have you ever heard of Rodriguez Island? Not many have, unless, of course, they've been world cruisers, as we were fortunate enough to be between 1979-1984.

This little gem of the Indian Ocean is located at 19 25 S, 61 43 E; about 300 miles east of Madagascar. The smallest island of the Mascarene group, Rodriguez is only eight miles long and five miles wide. Yet its rolling hills and three mountain peaks (of less than 1,200 feet) are a welcome sight to any sailor cruising the southern Indian Ocean. While the island is small, we were soon to discover that the people living there had big hearts.

Ours had been a dreary passage from Cocos-Keeling, with heavy seas, strong winds and lots of rain. It had been very difficult to get a sun sight, although my husband Rex would wait patiently on deck, sextant in hand, just to get a quick shot if the sun ever peeped through the clouds. Going below for a moment guaranteed the sun would pop out, only to be gone as soon as he dashed back on deck.

After 19 days at sea, we approached Rodriguez in the middle of a black stormy night. Spending the evening hove to, at dawn we headed for the channel through

CHANGES

the reef to our destination, Port Mathurin. The channel was long, narrow and treacherous. Poorly marked, all we had to guide us was the color of the water. We later learned that a harbor boat would have come out to meet us if we'd arrived on any day but Sunday.

Catching our lines at the dock were our Australian friends, Cathy and Ian Johnston. Although Ian sailed their trimaran *Bullfrog* to victory in the Singlehanded TransPac this June, at the time he and Cathy were aboard their little multihull, *Twiggy*. The two on their way to England to participate in the Around Britain Race. (Cathy later wrote to tell us they'd capsized and had to be rescued, and later lost *Twiggy* in a French race.) We'd left

The first thing he asked was, "Do you get along well at sea?" I was puzzled by the question until I remembered my very black eye. I'd gotten it after being thrown across the cabin and striking my eye on the corner of the pilot berth when the boat lurched in heavy seas. I assured him that we got along very well and would soon be celebrating our 41st wedding anniversary.

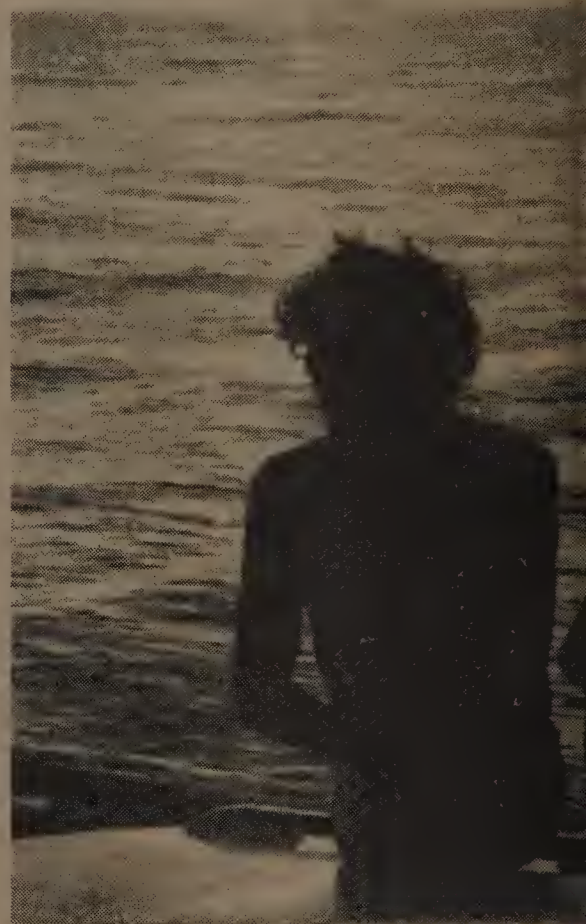
Apart from my eye, Ahkee was most concerned about our low food supply and the fact that stores closed at noon on Sunday. He insisted on loaning us rupees until we could exchange money at the bank the following day.

We awoke the following morning — after 12 hours of much needed sleep — to discover two dozen natives standing on the wharf silently looking down on our boat. It turned out we were the third yacht of the season to arrive. We were also something of a novelty being older — not the boat, the crew! Our audience would come every morning just to stand and stare for an hour or more.

Later that morning we watched the once-a-month arrival of the freighter-passenger vessel *Mauritius*, from the country of the same name. They tied up directly behind our stern. The wharf soon became a hub of activity as they started unloading the cargo of cement. Soon *Tavaura* was covered with cement dust. What a mess!

Shortly thereafter, a young native school teacher, Paul Prosper, stopped by and introduced himself. Of African-French heritage, he was fluent in both English and French and volunteered to show us the town. First he led us to the bank, and then the post office — where we were delighted to find several letters waiting for us with news of our seven children. Next we went to the telegraph office to send messages letting everyone know we were alright.

The main part of town consisted of just a few shorts blocks, with many small corrugated iron shops. Most of the proprietors were Chinese and carried an interesting array of products direct from the Republic of China. Because of the arrival of *Mauritius*, the town was crowded and everyone was in a holiday mood. The people were friendly, smiling and waving as they walked by. A few stopped to talk, but it was impossible for us to understand their Creole French.



The following day Paul took us by bus to his house on the opposite side of the island. All the buses on Rodriguez play music at full volume. We felt like dancing in the aisle as the bus wound its way to the top of the mountain. The faster the beat, the faster the bus would go — which wasn't bad uphill, but coming down — wow! One passenger was just three days old, on her way home from the hospital in the arms of her beaming parents. Rodriguez is a very poor island, but I couldn't help but marvel at all the happy faces around us.

Paul's house was typical of those on the island; four modest rooms with patched walls and scant furnishings. There was no electricity or indoor plumbing, and food was cooked in an open pit in the ground in back of the house.

Paul introduced us to his father, who recently had lost both his legs. Despite his misfortune, he was cheerful and optimistic. He spent his days in his room, reading the old French newspapers that lined the walls. Although he only spoke Creole French, with Paul acting as interpreter we were able to



LATITUDE 38/RICHARD

Cruising in the tropics means susceptibility to staph infection. Keith Jensen prevents it by treating a cut with Tincture Thermerosal, affectionately known as Tincture of Thermonuclear War — it stings!

Cocos-Keeling three days ahead of them, but here they were waiting for us. How good it was to see them, although that afternoon they had to take off for Mauritius.

Our dock lines were no sooner made fast when the Health and Immigration officers came aboard. Both were pleasant, especially Ahkee, the tall Chinese Immigration officer.



LATITUDE 38 RICHARD

carry on a lively conversation. He was interested in everything we had to say, especially in regard to the United States. Before we left, Paul served us Coca-Cola and cookies — which must have been a real luxury for that household.

Another visitor to our boat was a young man by the name of Hassam. He dressed in traditional Moslem attire and politely offered to assist us in any way he could. When we asked if there was anyone on the island who could mend a sail, he said he had a sewing machine at home and had done work for other yachts. He returned the following afternoon with our sails beautifully mended. The best we could do was give him a new shirt we'd bought in Bali; he refused to take any money.

Hassam then repaired our badly corroded Honda generator. Again he would take no money, but as a shell collector, he was delighted to receive our copy of *Sea Shells of the World*.

When we visited his home, we soon realized that Hassam was a master of all trades. One of the nicest homes on the island,

An evening tradition at sea; watching the sun set. Here it drops in the sea near Saba.

Hassam built it of cement by himself. He'd even put together his own red and white jeep from scratch and had another one in his yard nearing completion. Two cars in one Rodriguez family! There are less than a dozen cars on the entire island, and most of those are owned by the government.

And how could we ever think of Rodriguez without remembering our adopted son, Deooje? Of course we didn't really adopt him, but by the time we departed he was calling us "mother and dad". A Moslem police officer assigned to island for two years, his beat was the wharf. Each morning he'd stop by our boat for a chat and some coffee. Poor Deooje was very lonely; since there was inadequate housing on the island he'd not been able to bring his wife and baby with him from Mauritius.

We soon became acquainted with the captain and engineer of the *Mauritius*. The French captain invited us aboard for cocktails, and we were royally entertained as

well as being introduced to the ship's officers.

Yves, the engineer, later helped Rex repair the Aries windvane, which had taken a beating in the 1900 miles from Cocos-Keeling. In return we took Yves to dinner at the Restaurant Du Port. When we arrived the whole place was jumping; it was 'party night' to honor the *Mauritius* and her crew. There we were joined by our friends from the yacht, *Aloha*, who had just arrived from Cocos-Keeling. Skipper Graham Leever, Mate Jackie, and deck-hands Tim and Fish were all Australians we had previously met in Fremantle while preparing for the Fremantle to Bali Race.

Almost 40 years old, *Aloha* had been disqualified from the race because of a broken rib. Her crew decided to sail her to Bali anyway, and she tagged along in the cruising division. Seven days after the last racer had arrived there was still no sign of *Aloha*. We were all concerned, fearing that she'd been lost at sea. Finally she made it. It turned out that no one on the boat knew how to use a sextant and they had neither a SatNav or a Loran. They navigated on good luck and an RDF. Initially it had got them to Java, not Bali.

'Party night' was a huge success and we danced the night away. During the intermissions we were entertained by locals. What a wealth of talent on such a small island! Even Willie Nelson would have competition here. The one stand-up comic must have been hilarious, as everyone laughed. We couldn't understand a word. The party ended with the *Sega*, a lively native dance.

The next morning the *Mauritius* departed for her home port. There had been plenty of confusion as both passengers and cattle embarked. We were sad as we waved a final goodbye to our new friends. A large crowd gathered on the dock for farewells, and they all sang *Auld Lang Syne*.

However our spirits soon rose with the arrival of the yachts *Rainmaker* and *Rehutai*, both of which we'd last seen in Cocos-Keeling. *Rainmaker* was on her way home to South Africa, almost at the end of her circumnavigation. Her crew consisted of Peter, his wife Michelle, and her brother Andre. They were the only yacht at Cocos-Keeling when we pulled in; Michelle had thoughtfully swam over to invite us for ice cold drinks.

CHANGES

We'd first met *Rehutai* in Bali. Her crew consisted of Jean-Pierre Martin, his wife Mimi, and their teenage children, Pierre and



REX ALLEN

'Tavarua's dock mate at Rodriguez Island.

Correne. They had left their home in New Caledonia the year before and were sailing to French Guiana to start a new life. The children spoke English quite well, having picked it up from Australian television while waiting out the cyclone season. The parents, however, were really struggling with it. We spent many wonderful hours with this French family, both at Christmas Island (Indian Ocean) and Cocos-Keeling.

In addition to another party with the arriving yachts, we also socialized with people at a ballet recital at the Service Club, after which there was ballroom dancing for adults. Despite the heat, everyone was dressed up; the women in formal gowns and the men in suits and ties.

All too soon it was time to bid farewell to this lovely little island and friends both new and old. Paul came by to say goodbye as did Deeje. Hassam showed up in an outboard skiff — no doubt built by himself — to guide us through the reef. *Aloha*, *Rainmaker*, and *Rehutai* all rang their ships' bells in farewell, and even the 'silent watchers' who'd stood

over our boat each day yelled and waved frantically.

We would miss this little gem that sits so majestically on the Indian Ocean, and all the friends we'd made in just one week. However we realized that new adventures and new friends were awaiting at our next port of call.

— joan allen

Yacht Union 36 The Allan Family Papeete, Tahiti (Seattle)

I'm writing you this letter from an unnamed bay on the southeast coast of Tahiti-Iti, so it may be a little dated by the time you get it. Although your publication is difficult to find in Seattle, I managed to 'come by' the June and July issues before we departed the mainland.

After reading your request for reviews on Marcia Davok's *Cruising Guide to Tahiti and the French Society Islands*, my brothers Bill and Bob and I, thought we'd offer a few observations on it. Besides, if you publish this, I won't have to get writer's cramp informing all our Bay Area sailing friends of our safe arrival. (Seattle to Papeete in 44 days).

Our comments on the *Guide* are based on our observations in cruising Tahiti and Moorea for the past month, and reflect only the changes in the *Guide's* published information that we noticed.

In general, as first time cruisers to French Polynesia, we found Davok's *Guide* to be extremely helpful. It contains much information not found in previously published books on the South Pacific, and would make a valuable addition to anyone's cruising library.

Some general updates as of 9/86:

Visas. Everyone we talked to had a different story regarding visas. Some got them before they left home, others picked them up in Hawaii, while others managed to have the formalities completed by *gendarmes* in Nuku Hiva or Rangiroa. Most of these folks were given three-month visas with the possibility of another three month extension.

As for ourselves, last January we applied for a one-year visa through the consular office in Seattle, who hand-carried them to

the Consulate-General in San Francisco to be forwarded to Papeete for processing. By July, the Seattle office still hadn't had any word from Papeete; this while we agonized over the hurricane season off Mexico. Finally the man from Seattle advised us to depart, saying that since all the paperwork — application forms in French, with photos and financial statements in triplicate — was complete, our visas would be waiting for us when we arrived. They weren't!

The immigration official flatly stated that our papers never existed, made us do them all again, and gave us a three-month visa. This was what pretty much happened to the folks who waited until Papeete to secure a visa; they were issued a 30-day tourist permit and told to come back before it expired to apply for an extension.

The results of our poll were that right now it's probably best to obtain a visa before you reach Papeete! Incidentally, the officials in Hawaii and Rangiroa got the best reviews.

Money. The exchange rate as of 9/2/86 was 117 CFP francs to the dollar, down from the 177 quoted in Davok's *Guide*. The *Guide* also gives the ratio of CPF francs to French francs, so you can calculate the U.S. exchange accordingly. In general, plan on paying three times the stateside prices. So either bring the stuff with you, or bring lots of money!

Moorage Fees. Papeete is the only anchorage that charges daily moorage fees. Our 36-ft sailboat was assessed at the following rates; 1900 CPF for entry into Papeete and 525 CPF a day on the Quai, both payable when leaving Tahiti. Incidentally, Davok's *Guide* mentions both 110 and 220 volt electricity on the Quai. All the outlets are now 220.

If someone needs to be near Papeete, there are other anchorages available within commuting distance when the fuss, four rush hours per day, and the smell of the harbor water gets to be too much. The *Guide* is a good reference for these.

Bond. It's \$850 U.S. per person, deposited in a local bank. They charge you 2000 CPF for accepting your money, and the same amount again for letting you withdraw it. Save your receipt!

Mail. Poste Restante (General Delivery) has worked well for us so far. The word from the Papeete Post Office is that "aerograms"

have been discontinued. We, however, received two from the States. They took twice as long as air mail. Postcards are now 50 CPF to mail from French Polynesia. Air mail letter, a small envelope with two 8.5 x 11 pages enclosed, is 70 CPF.

The aforementioned items were included to indicate some of the economic changes that have taken place since the *Guide* was published.

While we found no fault with the *Guide's* topographical features, some of the navigation aids have changed. As always, it's good to have the most recent chart and not to rely solely on descriptions of features easily altered by man or the forces of nature.

Moorea. If you're going to clear in with the *gendarme* at Afareiaitu village on the east coast, be aware that the red pass marker to Passe Tupapaurau was missing as of September. Also the conspicuous church with the 'red' roof; it now has a green roof. I mention this because there is another red-roofed structure that also has a waterfall in the valley behind it. Use the bearing given, and it could put you on the reef.

In Opunohu Bay on the north coast, the red marker with scintillating nine flashes every 15 seconds on Banc Touria is missing. Although located inside Tareau Pass, you'll miss it if you line up the range markers as described in the *Guide*.

In Cook's Bay, also on the north coast, neither of the flashing red lights marking submerged coral blinked a single time while we were there. One is halfway down on the east side, the other is off the Paopao town dock. The markers are there, just beware at night.

Tahiti. (Going counter-clockwise from Papeete). South of the Maeva Beach area there has been a lot of construction. Near the Taina and Lotus marinas, we saw finger piers with boat sail and powerboats moored alongside and stern-to. Nearby a business center is going up and another fuel dock has appeared. 'Le Truck' picks up passengers in front of the Maeva Beach hotel for the 90 CFP ride to Papeete. The return bus is marked 'Outu Maoro'.

Taapuna Pass. The two red markers on the north side of the pass were not to be found in September. There are two yellow and black banded posts instead, no topmarks.



RITA GREB

The lighthouse at Point Venus, which is at the dividing line between the windward and leeward sides of Tahiti. Eighty feet high, it flashes every five seconds and is visible from 16 to 27 miles.

The Museum of Tahiti is no longer free on Saturdays. The fee is 300 CPF. Inflation has also hit the Gauguin Museum and the Botanical Gardens. The fees are now 350 and 200 CPF, respectively.

Tahiti-Iti (counter-clockwise from Port Phaeton).

Riri Point. If you anchor where the *Guide* suggests, you'll have a lot of company. The construction that was starting in 1982 has become a marina facility with a lagoon for water sports and a breakwater for yachts. The once-lovely anchorage is now the entrance to the marina!

Passe Vaiau. In September the pass markers were as described in the *Guide*, but the channel markers had been added both westward to Port Beaumanoir, and eastward to Vaiau Basin. Nonetheless, you still must proceed with caution!

Vaiau Basin. You must be careful of the anchorage shown just east of Pt. Maraetiria. The coral off the rivermouth extends further south and east than the chartlet depicts, and the residents have added a dock/diving platform.

Aiurua Pass to Vaionifa Pass. The pass markers are as described, but a whole series of channel markers has been added inside the reef, between the two passes. (Red post with red hemisphere topmarks on the shore side; the new green posts with green triangular topmarks (pointing down) on the reef side).

Cook's Anchorage (Rade de Tautira) to Pt. Pihaa. The black reef marker at the Tautira end's entrance to Port de Pihaa was missing when we sailed into Cook's Anchorage, so we continued along outside the reef. It is, after all, hard to pass up a fair breeze.

The rest of the passes to Taravao Bay (where Tahiti-Iti joins Tahiti-Nui) remain unmarked and require eyeball navigation. We re-entered the reef through Passe de Motu Nono.

Tahiti-Nui. (Heading north along the east coast from Taravao Bay. We saw no pass or channel markers north to Faatautia.

Le Rotui Restaurant. The green gazebo and dock have vanished.

Faane Pass. The "low orange-roofed house to the north" has been re-roofed, although a small section of orange remains.

Teruaea Coral Banc. The marker was missing, but the banc can be spotted from a

CHANGES

distance by lining up the breaking swells from the pass opposite.

We went outside the reef at Faatautia, for a great downwind run to Pt. Venus, and are unable to report on that section of Tahiti.

We hope the information we enclosed will be helpful to cruisers that follow. Naturally some of the features may change again before others arrive, so everyone must be prepared.

Once again, we'd like to heartily recommend the *Guide* by Marcia Davok and Julius Wilensky.

By the way, how can we obtain *Latitude 38's* series on cruising in Mexico? We're on our way to the *Iles Sous le Vent*, then back to Seattle via Hawaii. If we get the Mexico series, we can start dreaming of our next voyage!

— chris allan 9/20/86

Chris — You really did a job! Rest assured a *Roving Reporter* t-shirt is in the mail.

As for our Mexico series, it's sort of a non-stop thing. The best thing to do is wait until you get back to Seattle and then call or write for back issues. Getting letters to the *South Pacific* is one thing, getting magazines is an entirely different matter.

While you're down there, won't you see if you can get something done about people changing the colors of their roofing?

Ensenada Lowdown

Krisarin — N/A

J. Metheany

A few changes have taken place in Ensenada since the new Port Captain took office, changes I'm sure some of your south-bound readers will want to note.

The most important change is that it's now illegal to charge for the use of buoys. They're all free!

Secondly, while Ensenada is still a wonderful town with the great majority of its people dedicated to ensuring that the tourist leaves with a good impression, there still exists some riff-raff in the dinghy dock area that are screwing up the cha-cha for the hard-working people. I refer specifically to Tino of Tino's dinghy dock and Jesus.

Given half a chance, both of them will screw you over.

Jesus is usually the first person to greet you as you arrive at the harbor entrance, and

Tino openly advertises with a sign that says *bandido*. The two of them overcharge for everything and are opening despised by every Mexican along the waterfront. You don't have to believe me, just ask any one of the locals; they have given him the nickname of Mudsucker.

I reported the two to the Port Captain as they charged me for the use of a buoy. The Port Captain is currently documenting charges against these two in an effort to get them thrown out of the harbor. The list is getting longer by the month and perhaps the two will be gone by the time most Mexico-bound cruisers pass through.

In closing, I want to implore your readers not to do business with this dinghy dock and water taxi service. The list of people they've screwed is too long to document in this letter. If you need a water taxi, Juanito offers excellent service. He monitors VHF channel 18. And Don Pedro, next to Juanito's, will let you tie up to his dinghy dock for a very small fee.

If you avoid Tino and Jesus, you can enjoy Ensenada, which is a great place to provision.

— j. metheany 10/4/86

Mariah — Morgan Out Islander 41

Tom Keigwin, skipper

Roy Roach, Sylva Maness, crew

Honolulu, Hawaii

(Port Sonoma)

We left Port Sonoma for Hawaii the middle of May, bundled up in our foul weather gear and long underwear. Within two weeks we had changed our lifestyle, and traded our cold-weather wardrobe for shorts and t-shirts. Four months later we are still sailing around the islands and may never leave!

We are now on Oahu, having visited each of the other islands long enough to get acquainted with the land and the people and to make plans to return for another visit. We will be based on Oahu for six or seven months before going on to the South Pacific, Australia, New Zealand — or whatever port sounds good at the time.

Since the three of us are relatively inexperienced ocean sailors, we have many people to thank for helping guide us in our preparations for this journey. *Latitude 38* helped us enormously from how-to articles, to where-to articles, to information on other

resources. One of our greatest finds in *Latitude 38* was Macy Casebeer's nautical science classes at Davis. His knowledge, enthusiasm and encouragement were invaluable to us. We were delighted to find the September *Latitude 38* at Ala Wai Marine, the first we've seen since May. As usual, found it full of valuable and interesting information, advertisements — and best of all, humor.

Although our 21-day passage to Hawaii would be routine for many cruisers, it was the most exciting and adventuresome trip we had ever taken. The beginning was cold and stormy, the middle warmer and calm, the end perfect tropical sailing. We landed at Hilo and liked it so much we spent one month there before continuing!

We recall an issue some time ago with criticisms from one of your readers about Hilo and Hawaii. We'd like to emphasize what a wonderful experience all of Hawaii has been for us. Without exception we have





LATITUDE 38 RICHARD

found the port authorities, Coast Guard, locals and other cruisers to be not only friendly and helpful, but usually willing to go out of their way to help in any way.

I brought a portable Tandy 200 with printer aboard and have been delighted with the performance of such a compact, portable unit.

We would be happy to hear from our friends and anyone else interested in information about Hawaiian ports. Also, we are looking for another crewmember or two in case we aren't all ready to go on at the same time. (We've already sent information to the Crew List.)

— *sylvia maness*
511 hanhaione st. 16d
honolulu, hi 96825

Cruise Notes:

Oops! Last month we talked about lists of charts for folks heading out cruising, and completely neglected to mention that **Tradewind Instruments** in Alameda has

Our wish this month; that all of you make this walk, to the Port Captain's office in Cabo San Lucas.

developed their own lists. The lists are based upon the 12 years of experience owner Pete Petersen has had in serving sailors, and cover such areas as Mexico, San Diego to Panama, Panama to Honduras to Florida, the South Pacific to New Zealand, and many other areas. Tradewind's inventory of 10,000 charts — much of them to be purchased by commercial clients — consists of those made by the United States, British and Canadian governments.

It must have been back in about 1982 that **Ben Wells** left the Berkeley Marina for a cruise in his *Odyssey 30*. Ben was an inexperienced ocean sailor at the time, but that's no longer the case. He sailed down to Mexico, across to Polynesia for the rash of hurricanes in 1983, and then on to New Zealand and most recently, South Africa. According to Well's friend, Marshall

Enderby, Ben is looking for crew on the South Africa to Brazil or South Africa to Caribbean passage. For those not familiar with that trip, it's usually rough the first 300 or 400 miles, after which it's followed by perhaps the longest and most pleasant trade-wind run in the world. So if you're interested, contact Marshall during the day at 557-9104, or in the evening at 457-3887.

Fall in the **Sea of Cortez**. This month's source — and he's spent the better part of three summers in the Puerto Escondido area — tells us "it's been absolutely beautiful, October is always the best month". We'd always been under the impression that it was still boiling hot, but apparently that's not the case. The sea temperature has tumbled down to the low 80's and high 70's. And while the day air temperature is still in the 90's and sometimes 100's, in the evening it drops down to the high 70's. Some thin-blooded cruisers have even started bundling themselves up in sheets to ward off the cold.

Construction at the ambitious **Puerto Escondido** development continues at its rapid pace, with crews laboring 20 hours a day. That's correct, from 0700 until 0300! According to our source, all the waterfront seawalls are in, as are the canals. As of mid-October crews were working on widening the channel. In addition, progress is being made on the fuel dock, and it's expected they'll soon break ground on a haul-out facility. Once all the infrastructure is completed they'll begin work on the condos and other accommodations.

Of interest to you folks with trailer boats; our source says the boat launch ramp at Puerto Escondido is back in operation. But that's not all. He calls it, "the best ramp in all of Mexico".

The end of an era, it would seem. We've gotten a report that Doug has put **Tamaru** up for sale and has returned to Canada. Could it be we've seen the last of the Tamaruvians, a Sea of Cortez institution for the better part of the 1980's? We certainly hope not.

Speaking of Tamaruvians, a 1,000 hearts were not broken last month after all. Deana and Terri of *Erotica* decided not to get married.

In our **Mexico Itinerary** series, we've always urged people not to head up into the Sea of Cortez in the middle of winter, but to

CHANGES IN LATITUDES

continue south to the mainland until at least early March. Don't take our word for it, believe the actions of others. There's a growing group of cruisers who have summered over at Puerto Escondido who will be leaving for La Paz, Puerto Vallarta, and perhaps Zihuatanejo on November 15th. Why? Two reasons. The first is that the Northerners start blowing then, and these folks don't want to get cold. The second reason is that there's a full moon, which makes overnight passages all the more pleasant.

Is everybody out there as stupid as we are? For nearly ten years now we've been writing about **CQR** plough anchors, not really knowing what the heck the letters stood for. We figured they were the inventor's initials or stood for 'Certified Quality Resides' or some other creation of an addled adman's mind. Then just last month we learn that CQR is really the Simpsom-Lawrence brand name for their plough-type anchor, and that it's called a CQR because when slurred together the letters sound like 'secure'. We live and we learn.

Headed to the land of yen and sushi. **Kelley Degnan and John Meyers** are

soon to be winging their way over to Taiwan to pick up their new Young Sun 43 pilothouse sailboat. They ordered the boat after an inspection trip to Taiwan yards last November. After picking up the boat, they plan a shakedown cruise to Hong Kong before perhaps heading on to the Philippines and who knows where else. Kelly currently works in the South Bay, but she and John kept their current boat, the Cheoy Lee 34-ft ketch, **Fantasy** in Santa Barbara.

Sometimes there's nothing like failure. In April of this year, Darrell and Tracie Hornung of the Islander 36, **Only Child** left for Seattle and a trip to southeast Alaska. Those plans fell through and they had to settle for 'doing' Vancouver Island. But don't feel sorry for them. As Tracie wrote us: "And man, am I glad we did. Of all the sailing we've done over the last nine years — Caribbean, Puget Sound, Baja and San Francisco Bay — this cruise was without a doubt the best". Tracie is now working on a feature story about the trip.

Don't break any of your electronics while in Puerto Escondido. That's the word from Jane on **Sky Pilot**. She flew home for replacement parts for the autopilot, but when she flew back into the airport at **Loreto**, the *aduana* there tried to charge her \$200 duty on the parts. When she questioned the action, they threatened to impound the parts — and at one point the boat — because the "paperwork was wrong". She ended up talking them down to \$40, but subsequently heard that another victim paid \$500 to get his electronics through. The problem is apparently confined to only one or two less-than-honest individuals.

If you find yourself on the spot, here's how to avoid getting ripped off: Tell the "officers" to go ahead and impound the items; that you are going to go inform the mayor (who genuinely does want to know about any tourist-related hassles in Loreto) and the office of tourism about the injustice; and, that you're then going to go find a lawyer and come back. Jane hopes such action may resolve the problem in the next two to three months.

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Sorry, but due to a tight deadline,
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Excellent condition.
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Creative craftsman & homebound Kiwi, RN, seek crew positions to New Zealand. Keen on sailboarding, telemark skiing, rock climbing & progression! Currently 'livin' up in Tahoe. Steve & June (916) 581-1197, Box 548, Tahoe City, CA 95730.

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J/24

Race ready, 9 sails, outboard, computer faired keel, VHF radio, lots of new equipment. \$9,500/B.D. (415) 461-2369.

GREAT BUY ON A RANGER 29I

Neat Gary Mull design recently moved from Lake Michigan loaded with 15 sails, Atomic 4 inboard, autopilot, VHF, RDF, all electronics. Good condition. Two boat owner must take best offer. Jim Schrager, 893-9196, leave message.

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Danish-built double-ended sloop. 34' LDD, 11'4" beam, 5'9" draft, 11 tons. Diesel just overhauled, complete new rig & mainsail, dodger, VHF, windlass. Very seakindly & easily handled. Must sell. Any reasonable offer considered. (916) 477-7104.

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1/4 share, good cond., well-tuned '80 racer *Medfly*, Alameda. New Sobstad sails & 8 hp Evinrude. Little to no use by other partners. Delightful day cruiser. Low monthly overhead. \$2,500 to be partner & race Midwinter series! 346-7003.

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Must sell immediately my '81 Islander Bahama 30. Well maintained with teak interior, Volvo diesel. 6 Lewmar winches, North sails, lines led aft. Dversize S/S wheel w/pedestal guard, Signet instruments. Spotless interior features stove w/oven, hot & cold pressure water w/shower, am/fm stereo cassette, and much more. New bottom paint. All reasonable offers considered. \$36,500.

Call Joe (415) 522-4121, leave message please.

1964, 26-FT PEARSON ARIEL

Atomic 4, 5 bags of sails, 110 hook-up, battery charger, VHF, am/fm, top sides recently repainted. Going to school. Must sell. (415) 583-2051.

SUN 27

Immaculate condition inside and out! Yamar diesel. Beautiful deluxe teak interior. Full galley w/microwave, stove, ice chest and sink. Head w/sink and holding tank. Sleeps 5. 2-speed winches, power converter, cockpit cushions, depth and knotmeter, radio, 3 sails. Redwood City berth, possible liveaboard. 2/86 haulout, paint and survey at \$27,500. Must sell. \$23,900. (415) 326-9861.

PEARSON 323

1979, French gray hull, Volvo diesel, h/c press. shower, Lectra San head, 3-burner CNG w/oven, wheel steering, chrome hooded compass, dodger, VHF, km/depth, cushions, custom upholstery, Coyote Pt. berth available. \$47,000. (415) 369-0943.

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Tahoe condo. Heavenly Valley North. View Carson Valley. Walk to Stagecoach lift. 2 level, 1 bdrm, 2 bath. Value 80K, 30 owed. Want sailboat or vacant land Tahoe area. Dave Orr, P.O. Box 1043, Zephyr Cove, NV 89448.

SEEKING SPECIAL LADY

Petite, about 40, independent, active, straight, interested in sailing, skiing, tennis, bicycling, mountains, ocean, Daniel Ortega, Greenpeace, jazz & roses. Dave, P.O. Box 1043, Zephyr Cove, NV 89448.

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Assist in supervising operation and maintenance activities at Coyote Point Marina. Apply before October 24 at San Mateo Co. Personnel, 590 Hamilton, Redwood City, CA 94063. (415) 363-4343. AA/EED.

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3/4 oz. red, white & blue spinnaker for 36-ft boat. 42.9' luff, 25.2' 1/2-width, 25.15' fold.

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25-year-old S.F. Bay racer with a Hawaiian passage & some coastal experience, looking to crew anywhere on deliveries or fun. Available 1/1/87 & beyond. Daniel Mello, P.D. Box HN, Los Gatos, CA 95031. (408) 559-3800.

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Thanks to my ad in *Latitude 38*. I highly recommend this magazine as a means for getting exposure — it worked for me! I'm now seeking an arrangement for day/Bay sailing on weekends. Call Dr. Bob Schemmel, (408) 294-8522.

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FEMALE FIRST MATE WANTED Healthy, sincere, experienced ocean sailor for extended cruising to French Polynesia. Prefer 40-50, non-smoking. Send resume & photo. No pen pals please. Ed Howard, Yate <i>Southern Cross</i> , Marina San Carlos, Apartado Postal 565, Guaymas, Sonora, Mex	SLIP FOR RENT — PIER 39 36-ft slip for rent. Available November 15th. Parking pass, security, elec/phone, etc. Great views, location. \$180/month. Call 728-3564 anytime.	MacGREGOR 25 1984 Sailboat. Honda 7.5 engine. Well equipped with trailer. Cadillac, 1986, Fleetwood, brn. Take over lease, 5,500 miles. (415) 783-8284.
BALTIC 37 Beautiful fast passage maker. Rigged for shorthanded sailing. Teak decks. Brooks & Gatehouse instruments, Loran, Volvo, central forced air heat, refrigeration, stereo, 6 bags of sails, h/c press. water & much more. \$115,000/OBO. (415) 769-0138.	THREE DAYS FROM TONGAI 32.5-ft Pearson Vanguard for sale in American Samoa. Capable, fast, strong and safe fiberglass offshore cruiser. Fully equipped for extensive ocean voyaging. Diesel, vane steering, SatNav, liferaft, 3 anchors, all chain rode, VHF, fiberglass dinghy, refrigerator, wind generator, EPIRB, new rigging, just hauled. This boat has been lovingly cared for and has a custom all-wood interior. Complete specifications and pictures on request. \$35,000. Write <i>Dancer</i> , P.O. Box 4049, Am. Samoa 96799 or call (684) 699-1721.	OLSON 30 OLSON 30 OLSON 30 OLSON 30 \$19,000. For details call owner Steve. Days, (408) 438-4800 ext. 331; late nites (408) 649-4751.
ETCHELLS 22 Ready to race, winning history, latest sails, trailer, many extras. \$10,900 cash or owner will finance with \$3,950 down & \$200/month. Call (415) 548-4159 days; (415) 547-0685 eves.	ROBERTS 43-FT BARE HULL Full keel, Airex-fiberglass construction, Isophthalic resin used, improved laminate schedule, plans included. Very fair finish, save the labor, selling at cost. \$12,500. (818) 352-1605.	CAL 20 1974. Rugged Bay sailor in super condition. Young 4 hp Evinrude, 4 sails, anchor & rode, Porta-potti & Coyote Pt. side tie. All for \$3,750. Call Dan, (415) 364-9555.
COLUMBIA 22 1968. Sturdy Bay boat with extras. Needs some work. Berthed in Emeryville. Must sell this month! \$2,600/B.O. Call Jim (415) 823-9364 wk; or (916) 965-5279 hm.	S.F. PELICAN — STUCK IN FRESNO Complete sails, rigging, Danforth anchor, drain plugs, flotation, cushions, etc. Spars newly refinished. New trailer. \$750/OBO. 4.5 hp LS Johnson also available. M-F Days (209) 291-7701. Eves & weekends (209) 435-6276.	NOR-SEA 27 Heavy duty proven cruiser & liveaboard. Beautiful, well-maint. sloop with over 20,000 cruising miles under her keel, & home for 2 for 4 great years. Well-equipped, one year's free berth rent. \$34,900. Call (415) 236-7116.
30-FT ETCHELLS 1977 Racing <i>Sharpie</i> . New sails, trailer, surveyed 11K. Sell for 6K or B.O. A very fast, shallow draft fiberglass open sloop. Like new. Must sell now! (415) 236-7868.	BUCANEER 24 Clean boat, inside re-done, separate head, standing headroom, galley has water, icebox and gas stove. Also Honda 10 motor and double-axle trailer. Sleeps 6 easily, great family Delta & Bay boat. Many extras. Bought new Catalina 36 for family is reason why selling. Has berth available at Stockton Sailing Club. Reduced to \$6,950. Call Paul, wk (209) 952-3133; hm (209) 478-6006.	AEOLUS SAILING DINGHY 12-ft mahogany/plywood semi-dory spritsail rig, daggerboard, oars. \$1,100. (415) 527-1795 eves.
FRANCE — THE QUIET WAY 85-ft barge converted to bed & breakfast. Three double cabins, crew quarters. 90K. 454-1822.	SPINNAKER & GEAR FOR CATALINA 27-FT \$450. 150% genoa for Catalina 27': \$200. Call Suzi, 523-6730.	DAWSON 26 Bluewater pocket cruiser, sloop rig, center cockpit, swing keel, 5 sails, solar, knotlog, stereo, fathometer, SSB, VHF, RDF, 2 heads, galley, 3 anchors, inflatable, trailer with brakes. \$18,000. (602) 325-4889.
SHARP CHEOY LEE OFFSHORE 27 Fiberglass hull, Volvo Penta diesel, wheel steering, teak decks, VHF, furling jib. Excellent condition. Fine ocean or Bay sailer. \$20,500. San Diego (619) 488-3328. Exterior wood refinished. Six coats varnish. It is a beauty.	ATTENTION CIRROS CREW Crewmember of the one-tonner <i>Arbitrage</i> would like to speak with anyone who was onboard the <i>Nightengale 24 Cirrus</i> (sail #5) on Saturday 9/20/86. Please call (415) 965-4168 and leave a message. Thank you.	UNIQUE Catalina 22 w/ped. steering. Many extras found only on larger craft. Trailer, o.b., fresh water sailed. \$6,800. Dennis, eves. (209) 523-6965.
38-FT SPARKMAN & STEPHENS SLOOP ELUSIVE 1968 Hughes 38, fiberglass, 1981 Yanmar dsl, exc. sails, Aries vane, wheel steering, press. water, instrumentation. U.S. doc., located St. Thomas, V.I. \$35,000. (809) 774-1100 or 776-8029 eves.	42-FT FERRO KETCH HULL Sampson design C Falcon, 11'4" beam, full keel, fore, aft & side decks 95% plastered, complete plan package. Hull is still upside down & easy to move with low bed truck. \$2,500/offer/trade. Bob (707) 546-7016.	HOBIE 33 Retractable keel, Trail-rite trailer, 10 bags including 3 spinners, Loran, Signet 2000, VHF, strobe, Micron 33 bottom, proven winner. \$26,000. (213) 833-6709 or (714) 846-2964.
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WANTED: HERRESCHOFF AMERICA With or without trailer. Ready to sail. Contact Locksin Thompson, (408) 659-3089, 8 a.m. to 6 p.m. Leave message.	BRISTOL 29.9 QUALITY CRUISER/LIVEABOARD LOA 29'11", beam 10'2", diesel, wheel, autopilot, knot/log, ds, 4 sails and cruising spinnaker w/sock, new dodger and canvas work. Best offer over 35K. Trades considered. (408) 244-0722 days; (415) 490-3011 eves.	WET BOTTOM CHARTERS Come let us spoil you aboard our Ericson Independence For a day sail on the Bay with crew. Randy and Darlene Giovannoni (206) 226-0310.
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Rags is in excellent condition, including new teak & holly sole. All lines leading aft, Volvo diesel, ped. steering, Loran, CNG stove, and on and on and on. For complete equipment list, call 331-0304. Asking \$36,000.

WANTED

Charts: Mexico, Costa Rica, Panama Canal, Caribbean, etc; Anchor: CQR 35-45 lb; Motor: o.b. 4-5 hp; Fathometer: 100 fathoms; Binoculars: 750; SatNav and other misc. cruising gear. Teri or Don, 381-2999 or message 383-5250.

1949 CLASSIC WOODIE

30-ft Yankee one-design. Sleek racer/daysailer/Bay boat. Head turner. Very fast in all conditions. Must sell! Will sacrifice. Make offer. Joel 465-2907 or Steve 652-6103.

OLSON 30 CARINA

1982, #195. Fully equipped with new Kevlar jibs, 3 spinnakers & cruising sails. Full cover, '85 tandem trailer. Signet 1000/1500, cassette stereo. Beautifully maintained. Call Tim Lane, (907) 564-4685 wk; (907) 345-7975 hm. \$31K.

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New plywood & fiberglass deck, mahogany cap & rub rails. Masts stripped & varnished. Engine rebuilt 1/86. New cushions & paint. 6 sails, Delta cover, 2 boat covers, Sausalito berth. 552-5580 weekdays; 585-2291 evenings.

SANTANA 28 WITH SANTA BARBARA SLIP

Great boat for club racing or Channel Islands cruising. 1977 sloop. Volvo diesel, wheel steering, roller furling, knotlog, depth-sounder, Avon dinghy, VHF, RDF, am/fm, spinnaker, safety gear, etc. Excellent condition. \$32,000. (805) 963-5030.

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Yamaha's version of the Olson 25. Fast, comfortable, near bristol cond. Beaut. lines, intelligent design, meticulous attention to fit & finish. Teak cabin furniture. 6 sails incl: spin. Call Patrick (415) 673-5511 days; (415) 457-8098 eves. \$17,500.

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1985 rebuilt Palmer 30 engine, VHF, depthsounder, new bottom summer '86, well maintained. Great Bay boat. Priced to sell. \$17,000. (415) 897-7390 or 892-0714.

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New servo-pendulum Sailomat 536 & Sailomat 500 units. 4 ex-hib. never-sailed systems avail. for 30'-55' cruising yachts. Un-matched perf., simple attach., inst. removal, emrg. rddr. Fac. wrnty. P.O. Box 1952, LaJolla, CA 92038. (619) 454-9866. eves.

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Double-ender, offshore cruising, excellent condition. Sutter sails, Signet 1000/1500, VHF, Edson pedestal steerage, 60 hp Universal, full cover, lots of gear. \$34,000. (415) 837-3249.

PACIFIC SEACRAFT 25

Coastal cruiser, dry, smooth Bay sailer, full keel, classic double-ender, i.b. diesel, sleeps 4 comfortably, stove, dinette, teak interior, head, recent haulout & new gelcoat (ivory), maroon sails, VHS, depthsounder, compass. \$21,750. (415) 499-9676 eves.

CATALINA 27 PHANTOM

Tall rig, Atomic 4, traditional layout. Epoxy barrier coated bottom. New all chan. VHF & stereo. Depthsounder, knotmeter, RDF, auto bilge pump, inflatable w/outboard, new cockpit cushions, propane stove, anchors, chain & rode w/heavy duty rollers fore & aft, MOB pole, holding tank w/dual pumpouts. Berthed in Ventura. This boat is clean & pretty & has been cruised but not abused by mature singlehander. Reluctantly offered at 17.5K/OBO. (805) 323-7257 Mon.-Thurs. evenings.

CAL 28 SLOOP

1968, great boat, new Atomic 4, many \$ invested. A little rig work and sails and you have a new boat. Death forces sale. Offer. Days 12-6, 825-4960; eves. 932-0841 Dave.

FREYA 41 — HALVORSEN DESIGN

No expense spared constructing/equipping this red hulled beauty. Custom built 1982 Alameda, CA. Easyrider has been professionally maintained, new condition. Gorgeous hardwood interior. Partial equip: 8 sails, Pathfinder diesel, Barients, CNG stove, heated water, windlass, Hi-Seas heater, depthsounder, knotmeter, VHF, Loran, radar, heavy rigging. Offered at \$125,000. (408) 385-4781; (408) 385-6460.

SANTANA 22

Lotsa stuff. 5 sails, s.s. keel bolts, 5 hp, new bottom paint, new wiring & more. \$4,800/B.O. Mike (408) 370-3011 / 374-2396.

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1974. Center cockpit, brand new cockpit dodger and seat cushions, 2 heads, full width master stateroom, Onan 7.5 kw auxiliary generator, A/C, full complement of sails, 135 hp Perkins diesel w/approx. 400 hrs. VHS radio Micrologic Loran. Excellent liveaboard. Complete survey Sept. 1986. Call for complete inventory and copy of survey report. No reasonable offer refused. (408) 946-0668.

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New sails plus spares, totally rigged with Harken gear, professionally maintained. Very clean and fast. Trailer and extras included. \$2,800/OBO. (408) 423-9939.

SANTANA 35

New rig '84. New mylar headsails 85/86, 2 new mains & 3 chutes, dacrons maintained professionally. Standard instruments, radio and new Loran. Bottom maintained to strict racing standard, very slippery! Race one-design, PHRF, IOR, distance events. Enjoy fast, fun & color fun racer/cruiser. 3 boats between us, something has to go. No down, take partnership of \$275 per month or sell creatively. Below market. Contact Steve, (707) 778-6300 or Les (916) 441-7243 days.

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Swing keel, cuddy cabin, trailer. Main & 110% jib. Minimum maintenance, maximum fun. Great first boat. Steve, work: (415) 969-9810; home: (415) 593-6491.

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Gorgeous, fast & fun Columbia 5.5 meter class (32.5', f/g, daysailer/racer). Excl. cond. Evinrude 6 hp o.b. Full cover. Fresh haul, bottom & overhauled motor. Must see. Fantastic bargain. \$6,800/offer. Chris, hm: (707) 763-5686; wk: (415) 946-1300.

FREYA 39

1979. Beautiful yacht at a fantastic price. Volvo diesel, radar, autopilot, windlass, dodger, f/g dinghy. H/C pressure water, propane stove, cold machine. \$75,000. E.C. Carder, Box 1288, Friday Harbor, WA 98250. (206) 378-5956.

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Including oars. Used only a few times, like new condition. 1 storm jib, 1 regular jib (Ericson 27). Make offers. 592-5747.

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Stardust. 34' LOA. Recently overhauled Atomic 4, full cover, Master Mariners winner. Free slip until June '87. \$15,000 or best offer. Eves. (707) 257-6666.

1/2 PARTNERSHIP — OLSON 30

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1/3 partnership for sale of a clean, good condition sailboat with a new outboard. \$2,600 buys out share plus \$160/month covers all expenses. A golden opportunity. Richmond berth. Todd (408) 241-3559.

ERICSON 27

\$16,750 gets this clean, well-maintained Ericson. For sailing convenience it is equipped with a Volvo diesel, pedestal steering, life rails, radio telephone, bow mounted CQR anchor, Pineapple sails & a wood stove. Call (415) 531-4065 evenings.

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C&C 25 — 1974 Excl. cond, quality Canadian construction. Comfortable daysailer, weekend cruise equipped. Standing hdrm. Race rigged, complete sail inventory. Full instrumentation w/radio. Reliable 10 hp Honda o.b. Extras. Motivated. \$14,900. Call eves. 924-6366.		ERICSON 27 — 1972 Atomic 4 gas engine. \$15,000. (415) 636-8324 days, Barbara. (415) 895-8362 eves, Randy.
30-FT H-28 KETCH Excellent throughout, new dsl. One of the best on the coast. Two boat owner forces quick sale. \$21,000 or best offer. (805) 984-0865.	27-FT WHARRAM CAT WITH TWO SAILS 10 hp Evinrude o.b., 3 winches, 18-lb Danforth, compass, sleeps 2, recon. w/West Epoxy, new paint top & bottom, deck, mast & rigging. Berthed Berkeley Marina. Must sell. \$3,900/B.O. Narayan, (415) 652-3011; (619) 435-3638.	SAILORS DREAM I would like to share my beautiful well-found Morgan 32. Partnership, lease-charter, or your idea. Make me an offer I can't refuse. (408) 267-8526 eves. or (415) 969-6784 ext. 238 days.
CT-41 Cruising ketch, full keel, 1975 fiberglass, diesel, teak interior, original owner, well equipped, A-1 maintained. Would be a great liveaboard. \$72,500. (408) 779-7885; (415) 357-2245.	RARE OPPORTUNITY One-fifth interest in beautiful Yamaha 33. Mint condition with many new extras. Great co-owners, all responsible and friendly. Only \$7,250. Call (415) 548-0524 and ask for Joe. Must see to believe.	CATALINA 22 Great Bay boat in fine condition. Has fln keel, Honda 7 1/2 outboard, and North sails. Berthed in Sausalito. Asking \$3,900. Call (415) 332-4645.
CATALINA 27 — \$17,500 Best buy on Bay. Wheel, Atomic 4, windangle, windspeed, knot & depth meters, VHF, oversized winches, new mast, rigging & bronze thruhulls, 150, 130, 110, 90. Beautiful teak cabin. Too much to list. Call 892-0445.	SEAFARER 24 — 1974 Stiff, safe, fast, roomy. Enclosed head, 2-burner stove, depth-sounder, sleeps 5, 6 hp Johnson. 6/86 haul & paint. Alameda berth. \$7,000. Tom (408) 281-4559 eves/weekends.	CAPE DORY 27 1979 Alberg designed blue water cruiser. Excellent condition. 150, 100 & storm jibs. Inboard diesel. Signet depth & knot meters. 2 Danforth anchors w/chain & rode. VHF radio. New bottom paint 4/86. \$28,500. 237-9602 days.
CORONADO 15 Excellent condition. Has been stored for most of its 6 years. It has a trailer, trapeze, compass and whisker pole. Priced to sell at \$1,899. Ask for Brett at (415) 398-1551 days.	SANTANA 35 1980, white/blue graphic stripes. Fully sail inventory, full instrumentation, autopilot, extras. Excellent condition. Must sell. \$50,000. Berthed in Marina Del Rey. (213) 464-5950.	'81 HUNTER 33 \$43,000. Diesel. Windpoint/speed & depth gauges. Speed/dist. log. Barient self-tail winches. Hood rollerfurl. VHF. Shower. Roomy inside. Custom dodger & canvas. Days, 346-3100. Eves. 435-3079, Marc.
CAL 29 Experienced yacht in excellent condition has never been in salt water. Price includes delivery to your slip or a year-round slip at Lake Tahoe, paid until 5/87. \$23,500/DBD. (415) 574-7740; (916) 583-8628.	FOR SALE 51-ft customized Force 50 reconitioned to excellent condition. Fully equipped for Bay/offshore cruising. Best F50 available on West Coast. Call for details. Tony 633-1891; 332-4112 eves. \$120,000.	1983 BOSTON WHALER 15', 70 hp Mercury, trailer, custom boat cover, compass, VHF, bow & side rails, custom seat cushions, anchor & line & more. Excellent condition. Ask for Rick, work (415) 495-0700 ext. 217 home (415) 332-0746.
MOORE 24 Can't beat this buy! In water less than 18 months, forward hatch, lifelines, speedo, 9 bags, 4 new sails. Excellent condition. Cash price \$11,999 or trade for Desktop Publishing system. Call (209) 533-4030.	J/30 OWNERS Is your J/30 for sale? I may be interested. If you are considering selling, call Jerry at 892-0445.	SACRIFICE SALE Buying house, must sell boat for under 3/86 survey appraised value. Well equipped Contessa 26 moored in Monterey. She's a beautiful, well heeled sailor. For complete photo & info package: (408) 649-8000 days; (408) 624-7643 eves. Judd. \$12,000.
LANCER 28 1981. \$9,000 under '85 survey. Wheel steering, inboard, full instruments, wind, depth, log, knots, repeater on wheel, head with mascerator, sleeps 6, oven, 6' headroom, electric bldge, stored on trailer, VHF radio/phone, many more extras. (707) 431-1166.	DOCK TO SUBLET IN TIBURON November thru March. Only \$100/month. 35'. Utilities included. Call Jerry 892-0445.	RANGER 33 Performance Bay, Delta and coastal cruiser. 7 sails, headfoil, 5 halyards, 10 winches, windpoint/windspeed, knotmeter, VHF, pedestal steering, Atomic 4, recent haulout. For sale or trade for 32-36-ft bluewater cruiser. \$39,000. Frank, Tracy, 527-3394.
MOORE 24 — \$11,500 This boat will give you more sailing satisfaction than any other at this price. Cruise, race, trailer, your option! Easily sailed by a couple or raced by a full crew. Completely equipped. Make offer. Roger 387-4590; 681-4150.	LAST CHANCE TO DEDUCT SALES TAX Cal 34, new near Atomic 4, furling headsail & 3-reef mainsail, 10 Barient winches, Lectrasan, full spinnaker gear, head, depth-sounder, VHF radio. Tiburon berth. Boom painted '86. \$29,900. (415) 435-2777.	'78 MORGAN 30 OUT ISLAND Well-built coastal cruiser. Wheel, 5 sails, low time 22 hp Yanmar, VHF, depth/knots, 3/86 bottom, great condition, ready to sail. \$23,000/OBO. (805) 373-2618 days; (805) 492-1333 eves.
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FOR SALE CNG tank: \$135; CNG regulator gauge set: \$75; both for \$185. Call (415) 964-6072 evenings.	BAY LADY 20-FT Mahogany double-plank, 4 hp Evinrude, VHF. Price slashed to \$1,200. Call Kanji, days (415) 445-2604; eves. (415) 549-2728.	LET'S TRADE Will exchange free & clear "coast to coast" recreational vehicle park memberships, priced below market at \$4,000 each, for sailboat in good condition. Can assume existing financing on boat if necessary. (415) 851-1411; 886-6931.
FOLKBOAT — MUST SELL NOW Good condition. Asking \$2,500 or best offer. Call 441-1334 weekdays.	MOVING EAST — MUST SELL!! 30-ft classic Herreshoff ketch. Sound mahogany hull & cabin. VHF, depthfinder, 6 sails, wooden dinghy & more. Will consider trailerable sailboat as partial payment. \$16,750 or reasonable offer. (415) 654-0556 or (415) 793-7477.	CLUB NAUTIQUE Transferable family membership for sale. Full privileges including free sailing lessons in Alameda and Sausalito. (415) 538-8071 or (415) 595-1414 ext. 2227.
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TARTAN 30 Full equipped, clean, perfect condition. 5 sails, 7 winches, new rigging, VHF, km/depth, windspeed, app. wind, etc. Atomic 4, new LPU deck, custom teak interior, 1/2 model. With berth. B.O. around \$30K. (408) 739-6137.	O'DAY 30 — 1979 Excellent cond. W/Monterey slip. Owner leaving country, must sell. Loaded: main, jib, spinnaker, ped. steering, Autohelm 3000, VHF, wind instruments, depth, knotmeter, Yanmar 15 hp diesel. Hauled in Oct. '86. \$32,500/OBO. (408) 476-1969.	PEARSON COMMANDER Great first boat. 25', fiberglass, large cockpit. Will sleep 3-4. Perfect Bay daysailer. Stiff, full keel design. Located in 30' berth S.F. Marina Green. \$7,500 or best offer. (415) 454-6327 or (707) 996-7176.
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<p>RANGER 30-FT Fiberglass sloop, Gary Mull design, 7 sails including spinnaker, Signet cockpit gauges, wheel, diesel, sleeps 6, VHF radio, shower. Asking \$28,000. Hans Rempel (916) 752-7231; (916) 753-6121.</p>		<p>1982 OLSON 30 Hull #136. Several new Larsen sails, instruments, trailer. Winning race record. \$16,500. Call Dick Southworth, 523-6730.</p>
<p>J/29 — BLACK LACE 1983 upgraded active race, 1985 Fleet Champion. New kevlar/mylar sails, new mast & rigging, etc. Extensively faired keel & rudder, excellent bottom cond., Micron 22, Sausalito berth. Trade for cruiser considered. (415) 331-6120 or 777-3344.</p>		<p>HANS CHRISTIAN 38 — \$82,000 Beautiful, well-kept yacht ready for cruising, daysailing or liveaboard. Custom designed interior. Good electronics. Call (415) 879-0579 eves/weekends.</p>
<p>FANTASIA 35 — REDUCED Original bluewater cruising design. In exc. cond. Center cockpit. Tri-cabin. Sleeps 6. 40 hp Pisces diesel. VHF. RDF. Depth-sounder, knotlog. 6-man liferaft. Montgomery dinghy. Motor. Delta canvas. Great lvabrd. Extras. \$55,000. (408) 252-6181.</p>	<p>TARTAN 37 Superior fast cruising boat outfitted with finest equipment: Monitor windvane, Alpha pilot, Magnavox SatNav, Sitex Loran, propane stove/Margas, 5 sails incl. spinnaker, Micron 33, Avon liferaft, windlass, refrig., complete ground tackle, self-tailing winches, km, ds, VHF and more. Call for equipment list. Monterey berth available. Will consider trade of smaller boat. Must sell. Don't miss this super boat in bristol condition. \$76,000/offer. (408) 458-4199.</p>	<p>FREEDOM 21 \$1,500 & a new loan takes it. Fast & fun, Hoyte gun-mount spinnaker & a fully battened mainsail for performance & maneuverability. Evenings (707) 745-9084.</p>
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<p>CAL 2-27 — OFFERS WANTED 1976, 27-ft sloop. Super condition, recently hauled, surveyed & painted. Engine Atomic 4 inboard, recently timed. Original owner. Set up for cruising. Delta berthed. (209) 944-0944 or (209) 477-3979.</p>		<p>CHARTS FOR SALE Approx. 2,500 unused nautical & coastal pilot charts, HO 229, 249, Sailing Directions, North & South Pacific, Caribbean, Gulf of Mexico, Atlantic & what have you, by lot only. Best offer. (619) 270-9438. Private party.</p>
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CREW AVAILABLE Cple w/extensive offshore expr. in Atlantic/Carib. seek cruise or delivery on sailboat bound for Mex., HI, &/or So. Pac. U.S.C.G. Lic., celestial nav. (w/sextant), mech., cook, enthus., multi-lingual, non-smoking. (415) 428-9272; (619) 222-1186, ext. 5.		1979 WESTSAIL 28 Volvo MDII diesel, teak decks, propane stove/oven, new cushions, 35-lb CQR, cutter rigged, VHF, autopilot, compass, knotmeter. All teak interior. Mast steps. 6 Barlow winches. \$31,900. (213) 821-2551; 821-3895.
NEWPORT 30 PH II 1977 Gary Mull designed boat in very active one-design fleet. Boat is race-rigged & cruise ready. Has tiller, autopilot, T-cockpit, CNG stove w/oven, spinnakers, Atomic 4, 75 gal water, 25 gal gas. \$30,000/O.B.O. (415) 387-9864.	HUNTER 34-FT SLOOP 1984, like new, tri-cabin design. Sleeps 7. Nav. station, diesel engine, VHF, windspeed/direction, knotlog, depth/alar, self-tailing winches, halyards lead aft, compass, much more. \$52,950/offer. (415) 521-7301.	ISLANDER BAHAMA 24-FT 1966 New LPU paint, bottom. All new spars & rigging. 1975 Johnson 6 hp. Berkeley berth. \$7,500 or trade up to 30'-35' or trailerable sailboat. (415) 769-1967.
WASHINGTON 1915 46-FT WOOD Loran, VHF, CB, wood-Freeman, paper machine & flasher, sink, stove, 471. Good work boat or fish boat. \$7,500. Coronado 15, 1976 fiberglass sloop, good condition, aluminum trailer. \$1,000. (707) 552-2659.	COLUMBIA 26 MKII 1970. Good condition, fully equipped: \$9,250. 7.5 Honda o.b. longshaft, needs work: \$75. Eves. (415) 887-8839, Bob.	"HAVEN" 30' Hurricane class designed/built by Nunes, Sausalito 1952. Fir over oak, lead, new sails, very fast to weather. Master Mariner. \$19,500 or trade up for bigger wooden boat. 935-7096.
RAWSON 30 — WINTER PRICE 30½-ft beamy, solid, fiberglass liveaboard cruising sloop. Good condition. Buy in winter & save \$. Trade Santana 22? \$20,750. Lee (415) 334-4969; (213) 427-1786.	FLORIOA CONOO ANO BERTH Buy, lease, or rent on Boca Ciega Bay near St. Petersburg. Tennis. Swim. Fish. Sail. Berth your boat at your door at the marina. Fabulous! One bedroom sale price: 58K; three bedroom: 120K. Tom (408) 353-1665 or Ch (313) 391-3607.	12-FT WHITEHALL FIBERGLASS PULLING BOAT Complete with oars, sliding seat & foot. Black. \$1,400. (415) 562-4934.
GREAT LIVEABOARD/1986 TAX WRITEOFF For sale. 1971 Columbia 39. Roomy liveaboard. Clean. 30 hp Volvo runs great. Head w/shower, stove, oven, refrig., VHF, depthfinder, 8 sails, sleeps 7. Lots of headroom. \$49,000/ make me an offer. (415) 487-8955.		A ULDB FOR CRUISING? Read Oct. '86 <i>Latitude 38 Mexico Primer</i> , then see this boat. Designed & built for fast cruising. 30', 4,400-lb displ. Raised deck provides roomy, functional interior. A no B.S. offshore boat! B.O. (408) 476-7896 eves. (408) 423-3138 before noon!
BOAT FOR SAIL 1974 Pacific Marine 23' sloop. Fiberglass w/teak trim. Good cond. Name: <i>Tilt</i> . In slip I-48, Santa Cruz Harbor. Stout rigging. Priced to sell at \$2,500. Call Santa Cruz, (408) 427-0630. Evenings and weekends.	KETTENBERG 40 This boat is well-equipped for cruising. A great sailing vessel. We cruised and no longer sail. We want to sell now. We can't take care of our boat. Call us, we're ready to deal. \$25,000. Derek, 485-6776.	LASER Red hull (21270). Many extras, must see. \$1,100. \$1,400 with custom trailer. Call Tony, 368-7855 days; 591-9119 eves.
FURLING GENOA — CRUISING OINK Leech cut genoa, 320 sq. ft, 6 oz. cloth, 35-ft luff, UV cloth on leech & foot, like new. \$400. Cruising El Toro-type dink, 2 sails. Take sport yak in trade. \$250. Autohelm 1000 plus vane: \$200. 521-0134.	FLICKA 20 1981 green sloop with diesel inboard, ds, VHF, Loran C. 5 sails. Full galley. 20-lb CQR. Great shape. Lots of extras. Tandem trailer. \$26,500. (503) 745-5613. Oregon.	YANKEE 30 BEAUTIFUL CONDITION The yacht <i>Ione</i> , S&S designed f/g cruising-racing sloop, 5 year South Pacific veteran, fully cruise equipped. 9 bags sails, 5 anchors, Lewmar winches, 3 compasses, Avon inflatable, depth-sounder, knotmeter. \$33,000. 234-3399.
1978 HUNTER 30 — MUST SELL Too loaded to list. Liveaboard. U.S.C.G.A. Operational facility. Asking \$26,000/best offer. (415) 268-9289 and leave message.	31-FT STEEL CRUISING SLOOP CIRCLE 31x9'8"x5'. Sistership to Antarctica circumnavigator <i>Icebird</i> . Built 1980 by professional. A simple no-nonsense ocean cruiser with lots of stainless where it counts. New diesel, dinghy, wind-vane, sextant, fathometer, Comp III computer, radio receiver, taffrail log, binoculars, strobe, 2 compasses, 3 anchors, 200' 3/8" chain, windlass, 300' 5/8" nylon, 30' 5/16" chain, 5 winches, spin. pole, 4 sails, dodgers, head, tapedeck, spotlight. <i>Very clean boat in new condition. \$32,000. Dolphin Isl., Fort Bragg, Calif. berth.</i> (707) 964-5736.	SAIL YOUR CONDO 1/4 ownership available. Islander 40 at Ala Wai Yacht Harbor, Honolulu. Fantastic opportunity. Don Wilson, 521-2997.
SLIP FOR SALE 36-ft Pier 39 berth on S.F. waterfront and never pay another slip fee. Outstanding facilities. Must sell. \$27,000. Tom (617) 639-2547.		PEARSON 10 METER Reluctantly must sell 1/4 ownership. Not able to sail. Strong, comfortable 33' f/g cruiser, great condition, diesel, new sails, wheel, berth convenient S.F.'s Gas House Cove. \$8,500/best offer. Owner financing. 956-3260 days; 453-1139 eves.
CATALINA 22 Excellent first boat, retractable keel, trailer, boat cover, cockpit canopy, galley, Porta-potti, custom teak interior & sails. Well-kept condition. At Richmond dry storage. \$4,200. Call (415) 831-3488.	PEARSON 365 KETCH Quality cruiser or liveaboard. Full galley, hot/cold water, stall shower in head. Cannot be beat at \$40,000. Phone (415) 697-5977.	FOR SALE: 28-FT NICHOLS CLASSIC WOOD BUCCANEER Sloop. Excellent condition. Professionally maintained. Fully equipped for cruising and racing. Many extras, including full boat cover. \$10,000/O.B.O. (415) 499-0819.
PERRY 41 — MUST SELL! 1983 fiberglass sloop, quarter cabin, B&G electronics, Loran, freezer, beautiful teak interior, liveaboard beauty! Orig. owner. Sacrifice at \$79,500. Owner will finance up to 20%. Consider trade for condo, starter home. (415) 420-0609.	ISLANDER 28 Fast & beaut. Robert Perry design. Bristol cond. Sleeps 6, meticulously maintained 78/79 model w/Atomic 4 eng. Knot, depth, radio (marine), stereo & Hood Sea Furling system. See at Brickyard Cove B-38. \$27,500. (916) 663-2444 aft. 6 p.m.	1981 21-FT WILDERNESS SAILBOAT 1985 Johnson 4 hp outboard motor. Excellent condition. New bottom job. \$7,995. Home, 784-1171; work 946-0800. Ask for Charlie.
BANKRUPTCY SAILBOAT INVENTORY Over 5,000 items: Nicro, Schaefer, Ronstan, Harkens 300 blocks, Jabsco bilge pumps, Z-Spar paint, anchors, oar locks, Perko lights, fenders, wood plugs, much more. 160 lots. \$30,000 for \$10,000. Barrett's, 402 P Street, Eureka, CA. (707) 444-2961.	YACHT DELIVERY Sail — Power Large — Small Local — International OVER 20 YEARS EXPERIENCE — CAPT. BOB COUNTS 1121 Soquel Ave. (408) 425-5855 (O) Santa Cruz, CA 95062 425-8724 (H)	
YANMAR PARTS San Diego is your last stop before Mexico for parts and service. We have cruising kits for your Yanmar. We can help you find everything you need for your boat while you are in San Diego. Marine Diesel and Services, Shelter Island, San Diego. (619) 222-0474.	MARITIME ATTORNEY Resolving Warranty, purchase/sale charter, construction, repair, collision, injury and lien problems for over 21 years. Practical experience counts; Over 37 years of Bay/ocean racing and cruising! William E. Vaughan, Esq., 17 Embarcadero Cove, Oakland. (415) 532-1786.	
MARINE BATTERIES For the Highest Quality, Dependability and Lowest Prices In Marine, Automotive and Industrial Batteries Call San Rafael Welding Supply (415) 457-0550.	SUNNY WATERFRONT LOT! Sail to your home on the boardwalk in Greenbrae. Enjoy views of Mt. Tam and a bird sanctuary. Utilities are at lot line. \$65,000. Call for details: Yvonne, FHA, AGT. 388-2900.	

1978 ISLANDER 36 Superbly equipped. North sails, 3-spd Barent primaries, custom boom, Harken traveler, foil, backstay adj. vang, folding prop, spinnaker equipment, diesel, propane, ready for Midwinters. Sell with slip. \$55,000. No reasonable offer refused. 332-6921.	PEARSON'S BEST Coastal cruiser/S.F. Bay boat/liveaboard. A strong, roomy 32-footer you can depend on with oversized rigging, spars, winches, seacocks, diesel, etc. Pearson 323 with roller furling jib, windpoint, windspeed, depthsounder, self-tailing Lewmar 44 winches, shower, Electrosan, new dodger, wheel steering, Volvo diesel and more. Asking \$49,500. Work (415) 852-5152; home (415) 726-2109. P.S: Boat is in great condition, you don't have to spend your first year fixing up this boat. See this one before you buy!	DAWSON 26 1976. Ketch rig, center cockpit, pedestal/wheel, swing keel, new upholstery, Yanmar 8 diesel, roller furling plus 2 add'l jibs, km, log, ds, stereo, head, galley. Well-maintained, solid, spacious, versatile Bay boat. Must sell. \$15,900. (415) 339-0515.
ERICSON 27 1975. Gas i.b., spinnaker, 150%, 110%, 90%. Compass, VHF, whisker pole, dual hatch, split cockpit model, great value at \$16,500. Dennis, (415) 456-2469.		35-FT STEEL CUTTER John Hutton design, New Zealand veteran. Aries vane, raft, spinnaker, lots of anchor gear, 25 hp Volvo MD2B engine. No electronics. \$32,000. Hawaii slip. P.O. Box 1951, Honolulu, HI 96805.
TWO CREW: FRANCE TO TURKEY Spring/summer 1987. New Hallberg-Rassy 49. Share planning, sailing, chores and considerable expenses. Four/five month commitment required. Experience highly desirable. D. Johnson, 2019 East Cliff, Santa Cruz, CA 95062.	CAPRI 22 1985. Flawless cond. Light use, never raced. All options, 5 sails, Johnson 4 hp, knotlog, painted spars, Trailrite trailer with brakes, extendable tongue. \$8,500 or best. May take Hobie in trade. Possible Coyote Pt. berth. (408) 779-1950.	HARMONY TRAVELLER 32-FT Cutter, cruising equipped, new propane stove, new cushions & upholstery, dodger, cockpit cushions, self-tailers, drifter, autopilot, Monitor windvane, Westerbeke 25 hp, much more. Greatly loved & well cared for. \$48,000. (415) 728-3403.
35-FT ROUGHWATER AFT CABIN TRAWLER 1973. Lehman 120, low hours. Shower, 2 heads, fridge, freezer. Excellent condition. Good liveaboard. \$52,500. 365-2077 leave message.	NEWPORT 20 MUST GO My fully equipped Newport 20 is ready to stop being my second boat & be someone else's first. Good sails, near new engine & complete Coast Guard equipment. Recent survey with all recommendations completed. \$4,000/offer. (408) 268-8272.	MONTGOMERY 15 Jessica is ready to go. Sisterships have cruised Sea of Cortez and sailed to Hawaii. Large cabin sleeps 2. Hitch her trailer to your old V.W. and go now. (408) 394-7045.
PARTNERSHIP 1/4 interest Islander 30 MKII, 1974. Wheel, 5 sails plus two-year-old diesel. Radio, knotmeter, stereo and much more. \$1,500 down with \$150/month. (415) 820-5954.	ONE TOO MANY! Great Bay boat. Fast, seaworthy. Well maintained, 26-ft sloop, full keel, hand-laid up hull and deck with teak interior. Lots of sails, including spinnaker. Autopilot, depthsounder, VHF, knotmeter, dodger and Delta canvas. Great condition Great price. \$13,900. (707) 996-1954.	HUGHES 38 SLOOP 1969 Sparkman & Stephens. New sails, MPS, furling jib, Atomic 4, radar, knotmeter, windguide, fathometer, Unifridge, alcohol stove, fin keel, trim tab, spade rudder, recent survey, single owner; terminal illness. Aggie Cal, Los Angeles (213) 823-8964.
STRONG CRUISING SAILBOAT WANTED I have two parcels of land (California and Washington), value \$25,000, plus cash to trade. Bill Eskew, 217 2nd St., Davis, CA 95616. 758-3032.		MERIT 25 — 1984 \$13,750. Excellent family boat. One-design class racing. 6 sails incl. new Pineapple main/#3, 6 hp Evinrude. Days (408) 732-0880 ext. 595; eves. (415) 829-5069.
EAT LEAO AND OIE Or lighten up and live. <i>Wind Warrior</i> , 48'x24'x6,000 catamaran seeks serious racing partner. Race West Coast, Mexico, Hawaii. New wing mast, kevlar main, deck layout. First is fun. Flexible terms. Steve Shidler, (415) 567-2273.	MULL CUSTOM 27 Fast and fun. Current IOR certificate. Upgrades in Sept. '85 include: Baltoplate bottom, LPU hull, deck and mast, Datamarine LX-360 wind inst. Yanmar 9 hp diesel. 13 bags sails including 2 spinnakers, blooper, Mylar 150 and 125 genoas. Includes scads of gear. Will discuss financing. \$18,500/B.O. Call for info sheet and photos. 258-9527.	COLUMBIA 28 — 1971 Inboard, icebox, stove, sink, head, VHF, fath., spinnaker. Nice shape, must sell. \$14,500/B.O. Paul, days 533-2283; eves. 462-1612.
MONTGOMERY 17 Rugged small cruiser, loaded! Windvane, self-steering, 6 sails, spinnaker & whisker poles, 2 anchors, compass, water tank, nav. lights & more. I have a new boat and this one must go. \$8,700/offer. (916) 481-3199.		FREEDOM 45 — 1974 Center cockpit cruising ketch. 70 hp diesel, autopilot, Boston Whaler w/outboard davits, wp, knotlog, refer, stove, shower, fireplace & more. Great liveaboard, nice shape. Must sell. Call Paul, 533-2283 days; 462-1612 eves.
ERICSON QUALITY — CATALINA PRICES Ericson 25, 1980. Honda 7.5 o.b. One of the nicest on the Bay. Pampered. \$13,800. Call (408) 984-0631 days; 247-4421 eves/weekends.	CAL 25 1982 ODCA winner <i>Joint Venture</i> . 6 hp Evinrude, 7 winches, 12-volt electrical system. 2 mains, 3 jibs, 2 spinnakers. Top condition. Extras. Berkeley berth. \$7,795 or make offer. (415) 339-8389.	CRUISE NOW — PAINT LATER 29-ft heavy-duty fiberglass cruising sloop. South Seas vet needs paint & varnish, light interior carpentry. Lots of teak outside, rough but liveable inside. \$13,500. 525-4310.
CAL 9.2 — 30-FT 13 bags of North, 3 spinnakers, Signet electronics. Too many extras to mention. Must sell due to bad health. Any offer over bank loan accepted. (916) 446-3002; (916) 966-3410 George.	ERICSON 32 Excellent condition. Atomic 4, 3 headsails, spinnaker, windpoint/speed, knotmeter, depthfinder, VHF, stereo, shorepower, battery charger, 30" pedestal steering, gimble stove/oven, 5 Barlow winches, 2 2-speed. \$26,750. Call (415) 785-2288.	WANTED — VENTURE 21 I will pay \$2,000 cash for a clean pre-1973 Venture 21 MKI with trailer. Please call (408) 997-2811.
MERIT 22 1984 1/2. Excellent condition, 4 sails, traller, VHF, compass, Merc o.b. & extras. All lines lead aft. Lead drop keel, 2' up, 4' down. Set-up for Bay racing or cruising. Drysailed only. The finest trailerable built. \$11,900/offer. (408) 295-7009.	FANTASIA 35 A 1980, nearly new and in fantastic condition documented cruising yacht. 45 hp Lehman-Ford diesel with 125 gallon fuel tank giving a cruising range of 1,000 miles. The Fantasia is a modern deep water vessel designed and built to highest standards. Cutter rigged with 135% genoa, teak deck, power windlass, new 175 ampere batteries, wind and boat instruments, 9 winches 215 gallon water tanks and much more. \$64,000. Evenings (415) 521-6262.	SANTANA 22 1/2 interest. \$2,100. Berkeley berth. Bruce, 785-9408 afternoon; 886-6897 evenings.
RANGER 26 — \$10,500 A lively Bay performer with 7 sails, 5 berths, Honda 10 o.b. Marine Survey, enclosed head, galley. (415) 459-2744.		CAMPER NICHOLSON 32 — ERINMORE Beautiful, seaworthy cruising yacht. 10 sails excellent condition. B&G instruments, VHF, Ham radios, Loran, autopilot, vane, new raft and more. 54K. Contact Bob Warfield, days (415) 479-4740; evenings (415) 457-4901.

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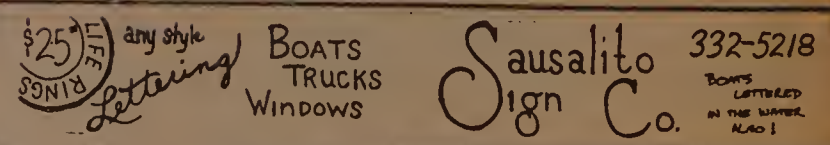
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ULDB BOYS GO ALL THE WAY I beat all sleds. <i>Wind Warrior</i> , 48' catamaran wants right stuff partner. Flexible arrangement, top design, equipment, record. Campaign West Coast, Mexico, Hawaii & double-handed races. First is fun. Steve Shidler, (415) 567-2273.	FREEDDM 45 GARDEN DESIGN Fiberglass hull, 101 hp Detroit diesel. Center cockpit, teak decks and interior, spacious aft stateroom, new rig & sails, new winches, all new electrical, plumbing and force air heating system. Rigged perfectly for liveaboard or cruising in classic elegance and comfort. \$139,500/offer. Full specs. Call (415) 332-6120.	SUBLET OR TRADE 30-ft slip near downtown Sacramento for any or all of November, December, January or February. Call Bob, days (916) 635-1932; nights (916) 455-8435.
MODRE 24 Hull number one. New Blatoplate bottom. Recently overhauled. New rig & running gear. Ready for Bay racing. No trailer. Owner desperate to sell. \$9,500 or best offer. John, 376-1589 after 7 p.m.	BRISTOL 32 F/g cruising sloop. 1976 diesel, wheel. Radio, Loran, autopilot, digital depth & knotmeter, AWI, furling jib, Lewmar 40 ST winches, etc. Rigged for singlehanded. Shorepower. \$39,500/best offer. (415) 581-7810.	
SAN JUAN 30 — \$24,950 Cruiser/racer. Good boat for heavy or light air sailing, 9 sails, all halyards lead aft. Inboard engine, digital knotmeter & depth-sounder. Will take smaller boat in trade. Jim (415) 435-9654.	LEASE — ERICSON 32 — SAUALITO Wanted. Qualified sailors to lease my boat on an ongoing basis. You are guaranteed minimum seven days per month usage for \$150/month. A great alternative to bareboat charters. (415) 435-1807 eves. till 11:00.	SANTANA 22 Great Bay sailing, active one-design fleet. Race or cruise. Well maintained & equipped boat in excellent condition. 6 hp outboard. Hull #236. New bottom Spring '86. \$4,200. (415) 820-7507 or 820-4995.
OLSON 30 New Ballanger double-spreader mast and boom. New halyards and 6 hp o.b. 10 sails. \$19,950. Must sell. Will take smaller boat in trade. Jim Robertson, 892-8171; 435-9654.	31-FT STEEL MASTHEAD SLOOP Go 'round the Horn. Dutch built in 1971. Room for 2. Hard chine, steel decks and cabin, 9' beam, 4 1/2' draft, 14 tons, teak cockpit, lazarette, tiller, double forestays/backstays, Volvo diesel. 6'1" headroom, wood interior, Pathfinder windvane, dodger, 7 sails, ground tackle. Well maintained. Berthed in Sausalito. Bargain at \$25,000. (415) 453-0221 eves. & wkends.	PEARSON VANGUARD 33 One of Rhodes best designs. A heavy-duty full keel fiberglass sloop. Atomic 4 gas eng. An excellent boat for Bay, Delta or off-shore sailing. Lots of extras. Berthed in Sausalito. \$25,000. Call Dan, (415) 461-5740.
CNG SYSTEM & WHALER DINGHY Complete CNG system with 2 tanks, regulator & oven. Buy all or buy parts. Offers. 9' Bostom Whaler squall dinghy, unsinkable, sailing rig, tows great. The perfect tender. \$600/offers. Tim, (415) 331-6234.		FDX 25-FT Neat, clean, recently hauled out & surveyed. Priced for quick sale. \$6,995. (415) 531-1955.
CAL 20 Built, 1974. Excellent condition inside and out. Upwind Berkeley berth. \$4,500. Call Emil at (415) 233-4925.	HANS CHRISTIAN 38-FT MKII SAILBOAT Custom built & equipped to highest safety, comfort and performance standards. All upgraded sub systems. Outfitted for extensive cruising, rigged for man/wife crew. Extensive teak and marble, bristol condition. Raytheon VHF & Loran, Datamarine wind/speed/log system, 1000' Fath. Woodburning fireplace, Avon, EPIRB, RDF, 50 hp diesel w/320 hrs. Oversized Bariat winches and dual CQR ground tackle. Being relocated, must sacrifice. \$106,000. Reduced from \$115,000. (415) 427-4656.	CASCADE 42 — SALE/TRADE 1980 center cockpit cutter. 9 bags, spinnaker, radar, Avon, charts AK-Aust. SCUBA gear, heavy tackle, liferaft, windvane, wind gen., teak int., much more! Bluewater proven, OR-HI. Strong, fast, stable, ready to go. \$74,900. (415) 761-8825.
NEWLY OUTFITTED & REMODELED 1926 Alden Marconi ketch. 65-ft. Conn. built. Custom interior w/wood stove. Exc. sailer/liveaboard. Partnership/purchase considered. Negotiate terms. (916) 758-0741.		\$19,750 OBO. Motivated seller with flawless San Juan 28. PHRF 168. Atomic 4, sleeps 6, very comfy. A real beauty. 383-0132.
IDEAL FOR BAY, DELTA, SANTA CRUZ, MONTEREY 1978 Ranger 33, tall rig. 5 Barients, RDF, VHF, depth & speed indicators, pressure water, shower, 2 sets ground tackle, many other extras. Oakland berth. Fine condition, ready to sail. \$29,000. (408) 370-2066 anytime.	CUSTOM PEARSON VANGUARD HULL NO. 399 Launched 1967. Fully upgraded yacht, newly painted hull and decks, brass 12" ports, yacht specialty wheel system with custom Destroyer 30" teak wheel. Newly rewired mast and engine compartment, Atomic 4 engine, custom teak cockpit, custom teak interior, stereo system, fireplace, new sails, Hood roller furling system available and much more. Sausalito berth. Must see. Asking \$39,950. 332-7605; 668-1202.	SAILS — SAILS — SAILS Set of Pineapple racing sails for C&C 38. Little use, 2 spinners, one is .75 oz., the other is 1.5 oz. Genoas 150% 6.6 oz., 135% 8.5 oz., 110% 6.6 oz. Storm jib. Call Tony, (415) 331-2612.
'86 CATALINA 22 — CAPRI 30 Must sell one of these superb yachts. Both well-equipped with trailers & motors. In like-new fresh water condition. Cat 22: \$11,500/offer. Capri 30: \$26,000/offer. Lee (916) 891-8736.		25-FT NORDIC FOLKBOAT (FIBERGLASS) Excellent condition. Full boat cover & outboard. \$8,000. Now in San Diego, will move to S.F. (619) 481-7081.
ERICSDN 29 Outstanding condition, VHF, am/fm Blaupunkt, new sail covers and compass, all teak refinished, sleeps 6. Berkeley berth. Must sell! \$21,900. (408) 286-9124.	ELSITA FOR SALE Staysl schooner, LOA 57', LOD 45', LOW 41', draft 5'6". Wm. Hand design, Stone built in S.F. 1935. Perkins 4-108, new sails, split cabin w/2 sep. accom. Successful charter business Pac. N.W. Actively sailed. All original. 85K firm. (206) 285-0205.	J/29 J/29 J/29 Seriously for sale! Fully race equipped, 2 suits of sails, new bottom paint & refurbished standing rigging. Motivated seller. Best price on the Bay. (415) 321-4074.
1969 — 35-FT ALBERG 78 Volvo diesel, new main, 2-speed self-tailing winches, Datamarine knotmeter & depthsounder, 36" and 22" (spare) wheel, VHF, spinnaker, 9 sails, h&c water, completely refurb. \$42,900. 453-7322 days; 383-2642 eves.	24-FT ISLANDER BAHAMA SLOOP Modified full keel fiberglass. Sobstad spinnaker. 105 & 155 mylar. 125, 167 drifter. Compass, VHF, windspeed direction, knotmeter. Bow and stern pulpits. Lifelines. New interior cushions. New closed-cell cockpit cushions. Newly painted interior. New thru-hull head. Stereo. Brass cabin lamp. Anchor, rode, man-overboard pole, lifering, lifejackets, flares, etc. Galley. Sleeps 4. 6 hp Evinrude. Bottom painted 2/86. Sturdy, sound Bay/weekend cruiser. \$5,500. Don 324-4971; 822-8400 days.	ERICSDN 29 Beaut. cruiser. New LPU paint, bottom, wheel, ds, km, ws/wd, compass, am/fm, Delta cover, custom int. & ext. cushions, batt. chrgr, 110v, 25 hp Gray Marine, mid-boom sheeting, Seafurl 130, 2 Danforths. Saus. berth. \$27,300. 388-7570 eves/wkends.
COLUMBIA CHALLENGER 24-FT SLOOP She is a sturdy Bay boat that is available for a winter project. Some woodwork is needed. Very new hull paint, white. A sacrifice at \$3,750. (415) 428-4948, Steve. Let the sailing fun begin!!		SANTANA 22 — 1967 Good condition. 327-7079 or 780-2475.
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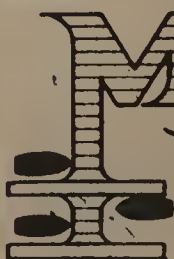


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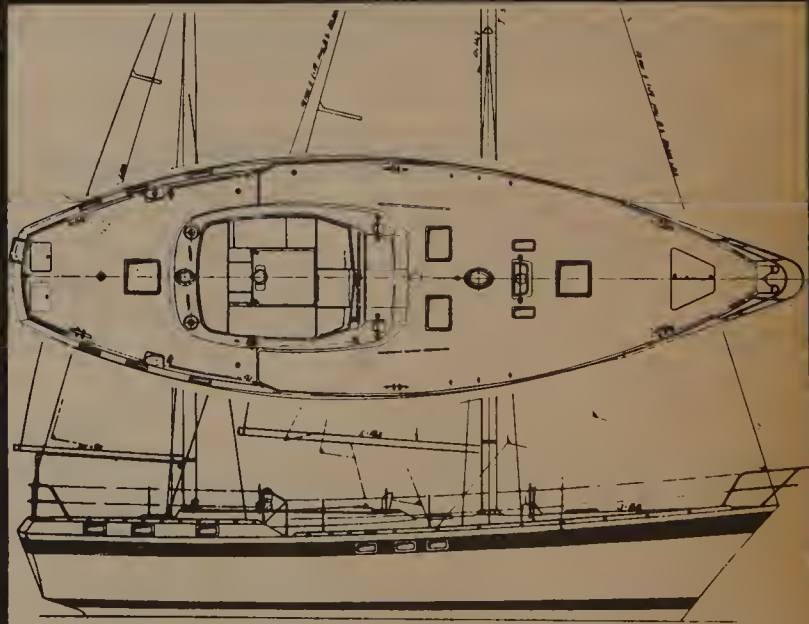
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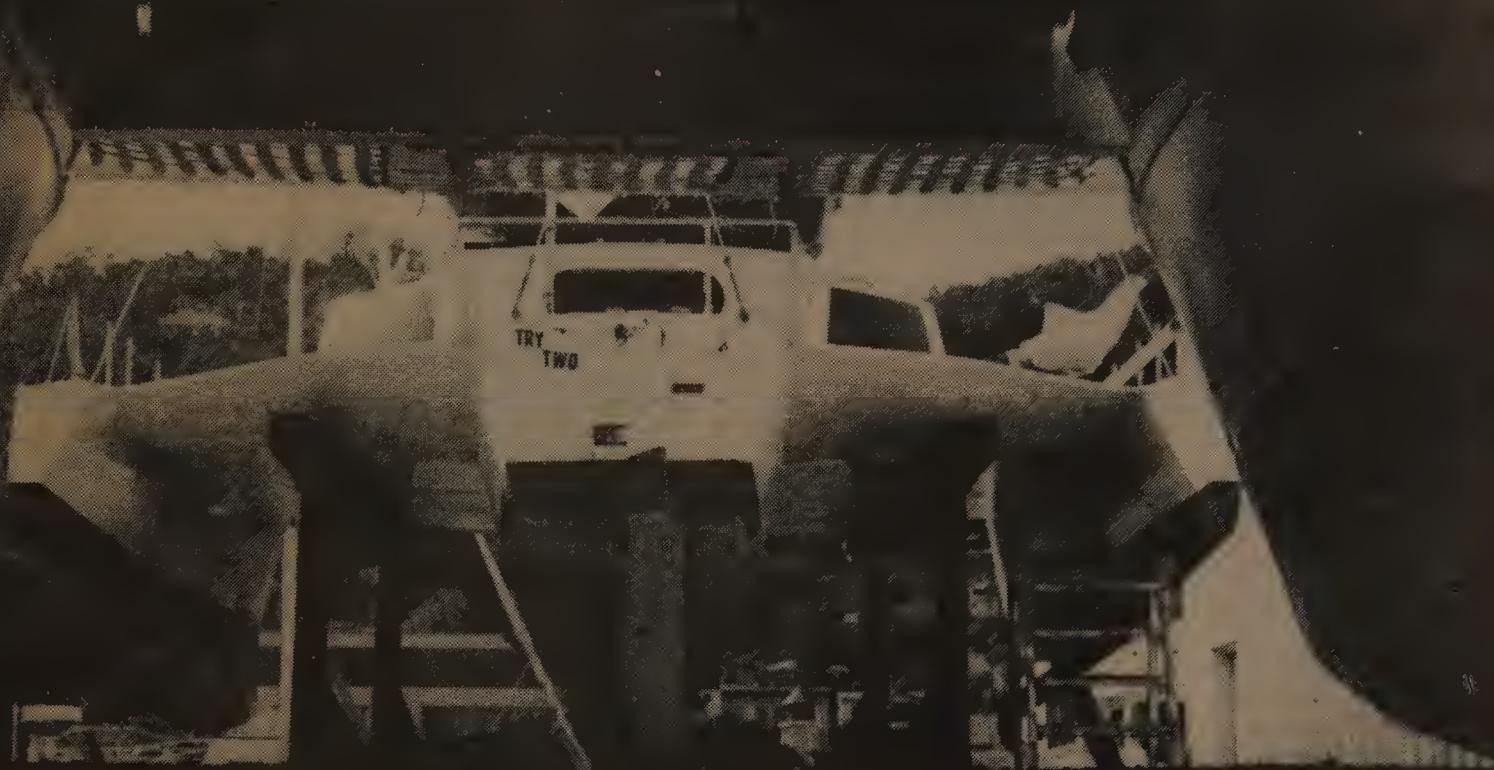
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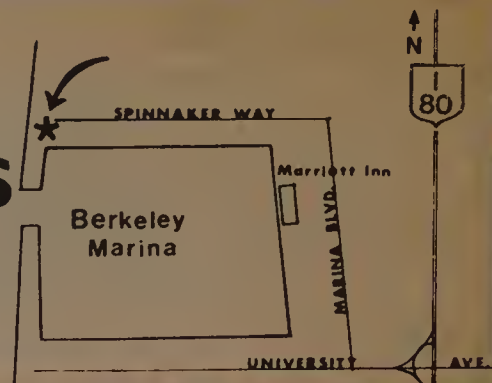
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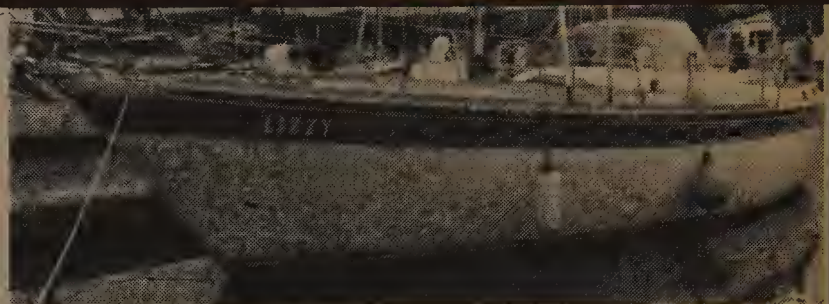
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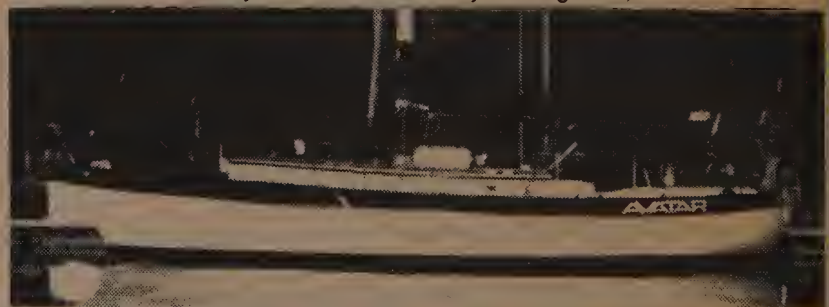
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22'	Ranger.....	'80	trlr	ob 7,995
20'	Holder.....	'83	trlr	7,950
19'	Montego.....	'81	trlr	ob 4,795

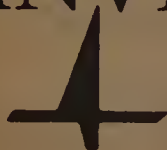
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15'	Alpha.....	'77	trlr	895
5.2M	Nacra.....	'76	trlr	1,995

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44' LAFITTE '80. Cutter rigged sloop. Extremely well-equipped and well rigged luxurious cruiser w/many custom features. **\$175,000.**

44' GULFSTAR '74. Cntr ckpt aft cabin M/S; ideally suited for lvabrd/cruis w/ Perkins dsl, Onan gen., large fuel/water tanks; gd inventory. **Inquire.**

41' RHODES BOUNTY '60. Pacific vet ready to cruise anywhere. **\$54,000.**

40' CAL. Good equipment, needs new engine. **\$38,900.**

37' SOVEREL '72. Super cruis'g slp. Dsl, vane, SSB, Loran + more. **Inquire.**

36' YAMAHA '81. (7) sails, hydraulics, whl, electronics. Clean. **Inquire.**

36' OKOMOTO kch '56. Mahog on oak, bronze fastened, recent refit. **\$29,500.**

36' PEARSON 365 '76. Well maintained ketch w/lots of extras. **\$62,500.**

35' MARINER ketch '66. Mahog on oak, Perkins dsl, recent work **\$35,000.**

34' COLUMBIA MKII '73. Very clean, lrg interior, S.F. Marina slip. **\$39,500.**

33' MORGAN '68. Recent refit, new diesel and sails. **Inquire.**

33' NOR'WEST. Strongly built, fast, Burns design with nice interior, diesel, wheel, Rover dinghy and more. Ideal world cruiser. **\$49,950.**

33' PEARSON 323 '77. Really nice w/brand new bottom & **BARGAIN PRICE.**

32' CRUISING SLOOP '72. Superbly built NZ kauri. Must see! **\$35,000.**

32' VANGUARD. Good clean Rhodes design w/S.F. marina berth. **\$29,500.**

31' CHEOY LEE OFFSHORE '67. Clean ketch. Good gear & hard dink. **\$24,000.**

30' YANKEE '71. S&S design. 9 winches, 6 sails, L.P. hull. **\$25,000.**

30' ISLANDER MKII '71. Call for a great price!

30' NEWPORT MKII '77. TillerMaster, race rigged, nice! **\$31,000.**

27' ERICSON '74. Clean with possible S.F. marina berth. **Inquire.**

27' NEWPORT 27S '77. Very clean. Depth, VHF, 6 sails, dsl + more. **\$15,500.**

27' CATALINA '71. All new rig. Clean. Evinrude 6 hp. **\$16,500.**

27' SANTANA '67. O.B., 6 sails, autopilot, etc. Honda. **Good deal.**

27' VEGA '73. Clean pocket cruiser w/dsl, dodger, cabin heater, etc. **Inquire.**

27' SANTA CRUZ '75. Well equipped ultralight. Fast! **Inquire.**

25' VANCOUVER '85. Great pocket cruiser. Extra gear. Must see! **\$33,500.**

25' CAL 2-25 '77. Buy this boat! **Inquire.**

22' WESTERLY CIRrus '72. British pocket cruiser. Yanmar dsl. **Call.**

20-26 FIBERGLASS SLOOPS. I have a number of boats in this size range.

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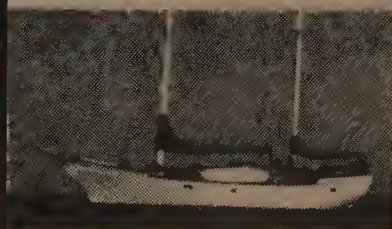
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18'	Cape Dory Typhoon	1980	...	\$7,000.00
22'	Santana	2 available	'69, '79	frm 5,000.00
23'	Ranger	1972	...	10,500.00
24'	Cal 2-24	1968	...	6,500.00
26'	Columbia MKII	2 available	'70, '71	frm 12,500.00
27'	Catalina	2 available	'71, '78	frm 16,500.00
27'	Vega Sloop	1972	...	22,000.00
27'	Santana	1968	...	12,500.00
29'	Cal 2-29	1975	...	27,900.00
31'	Mariner 31 Ketch	1971	...	30,000.00
32'	Traveller	2 available	'77, '79	frm 49,500.00
32'	Islander	1975	...	35,000.00
34'	Cal 34	2 available	'68, '69	frm 32,000.00
36'	Islander	1976	...	51,000.00
39'	Freya 39	1980	...	122,000.00
40'	Hinckley Bermuda 40 Yawl	1963	...	97,500.00
40'	Farr 40 "SAGACIOUS"	1984	...	125,000.00
40'	Cheoy Lee Midshipman Ketch	1975	...	84,000.00
41'	King's Legend Cruiser	1985	...	119,000.00
41'	North Sea Pilot Cutter FC	1973	...	95,000.00
41'	Freeport Islander	2 available	'76, '77	frm 108,000.00
42'	Pearson 424 Ketch	1980	...	125,000.00
44'	Hardin Ketch	1978	...	114,900.00
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50'	STEEL Custom Cutter	1983	...	240,000.00
28'	Hallberg P-28	1958	...	9,000.00
30'	Friendship Sloop	1964	...	Offers
32'	Tumlar Sloop	1948	...	29,000.00
35'	Garden Aux. Cruising Cutter	1979	...	55,000.00
40'	Sparkman & Stephens Aux. Yawl	1960	...	57,000.00
40'	Kettenburg K-40	2 available	'61, '64	frm 29,000.00
40'	Concordia Yawl	1957	...	75,000.00
28'	Classic Cabin Cruiser	1948	...	12,000.00
37'	Hunter Sedan Cruiser	1954	...	17,000.00
38'	Hunter Express Cruiser	1960	...	38,000.00
38'	Pacemaker Sportfisher	1965	...	39,995.00

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- 43' Cheoy Lee M/S, 1985, extensive equip list Asking \$189,500
- 42' CT, aft cabin, 1981, diesel heat, lots of toys..... \$120,000/Offers
- 41' CT kch, Perkins dsl, roller jib, exclnt cond \$70,000/Offers
- 41' Norwegian-built sloop, bristol condition, just returned from So.Seas. \$185K invested Will accept \$90,000/Offers
- 40' Panda, '82, cutter, superb craftsmanship, well founded (2 pg equipment list) Asking \$148,000
- 39' Cal, 1977, Perkins 4-108, spinnaker \$79,000/Offers
- 37' Ranger, unbelievably cstm, teak int, must be seen! .. \$65K/Offers
- 37' Fisher M/S, cruise equipt, trades considered \$89,000/Offers
- 36' Mariner, 1980, dsl, cruise equipt 76,900/Offers
- 36' Islander, '74, exclnt cond, never raced. Owner anxious... \$54,500
- 35' Ericson, 1972, spinnaker equipment \$32,000/Offers
- 35' Custom Steel sloop, Pilothouse 55,000/Offers
- 35' Flying Dutchman, cruise ready, liveaboard Asking \$85,000
- 32' Fuji ketch, 1976, Pisces diesel \$47,500/Offers
- 32' Aries, the Colin Archer race winner (3) from \$33,500
- 30' Fisher Motorsailer, '75, dsl, furling jib, new paint, very clean..... \$59,500
- 30' Lancer, 1977, diesel, good sail inventory \$28,500/Offers
- 29' Bristol, 1968, impressively built and maintained .. \$21,000/Offers
- 28' Islander, 1982, dsl, cruising spinnaker, 2 jibs, good equipment list, very clean..... \$27,900/Offers
- 28' Islander, 1976, Volvo dsl, self-tail winches, v. clean \$27,500
- 27' Cal 2-27, dsl, perfect condition, loaded w/gear ... \$25,500/Offers
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34' Pearson	Asking 69,000
36' Islander Freeport	Asking 92,000
41' Islander Freeport	Asking 110,000
45' Freedom Ketch	Asking 125,000

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30' Ranger	35' Fuji
38' Gaff Cutter	49' Tri Cabin

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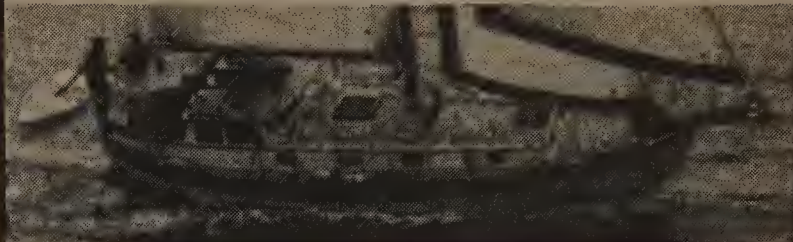
Selected Brokerage

23' Aquarius w/trlr...	\$5,000	36' Ericson Cruiser...	69,900
26' Columbia MkII. (2)	Offers	37' Crealock, a steal!	109,000
26' Folkboat	14,500	38' Ericson	87,500
27' Catalina, outboard.	15,000	38' Morgan	78,000
27' O'Day	16,900	38' Hans Christian	109,000
28' Albin Cumulus	29,900	39' Westerly,	
29' Ranger	24,500	Perry design	109,000
30' Pearson	25,000	39' Irwin, fast	79,000
30' Whitby	28,500	40' Pearson	Offers
30' Cutter	Offers	40' Olson, 'Fastbreak'	109,500
30' Farallon	44,500	43' Amphitrite	169,500
30' Lancer	25,000	45' Freedom	125,000
34' Pearson	75,000	46' Morgan ketch	159,000
35' Fantasia	65,000	48' CT ketch	169,000
35' Fly'g Dutchman	85,000	60' Gaff sloop	150,000
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- ★ 24' MOORE sloop. (5) sails, Evinrude aux, Trailrite trlr, electronics. Very fast for lake, river or Bay! Super clean, little used. See this one! **Reduced to 17,500**
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- ★ 25' ERICSON + '79. 15 hp Volvo dsl, electronics, super clean, attractive interior. See to appreciate. **19,900**
- ★ 25' CATALINA '75 sloop. (5) sails, Atomic 4, owner anxious. Try **13,500**
- ★ 27' CAL 27 MkIII '83 sloop. We don't know why this one's still around! Beautiful, spacious interior. Yanmar diesel auxiliary, shower, water heater, pressure h&c water, loaded with equipment. See this one!! **Reduced from 34,500 to 27,500**
- ★ 27' NORTH SEA sloop, '77. Full keel offshore cruiser. One particular owner. New Volvo 15 hp aux. All the right equipment. Beautiful condition. **Reduced from 35,500 to 29,500**
- ★ 28' O'DAY slp, '81. Very roomy & clean. A big '28 dsl aux **31,500**
- ★ 28' ISLANDER '76, Volvo dsl, Perry dsgn, well-equipped. **Make Offer**
- ★ 28' SEAFARER Rhodes classic design. (5) sails, outboard aux. **Make Offer**
- ★ 30' CAL sloop, '64. Repowered Yanmar dsl, (5) sails incl'd'g spin, full electronics incl'd'g apparent wind & a.p. Strong boat. **Only 22,500**
- ★ 32' DREADNAUGHT '78. Cruis'g ctt. Full keel dbl-ender — go anywhere! Strongly built Saab dsl aux, owner very anxious. **Reduced from 52,500 to 44,500**
- ★ 32' CHALLENGER '77 sloop, Perkins 40hp dsl, shower, refrig, spacious, well kept, great liveaboard. **A steal at 31,500**
- ★ 33' RANGER '78. Dsl aux, (5) sails, electronics, lots of equipment, clean and well kept. **42,000**
- ★ 37' TAYANA '79 MkI cutter. Full electronics including a.p. + much more, set up for liveaboard. **Try 69,500**
- ★ 37' TAYANA '82 full keel cutter. Perry design MkI. full electronics, one owner, Bristol. **Should sell at 71,900**
- ★ 37' TAYANA '84 MkII cutter. Yanmar 33 hp aux. Just like new! Separate shower, refrig, w.s., electronics, self-tail'g winches. Cruise anywhere! **Reduced to 79,500**
- ★ 40' LOWMAN '46 M/S sloop. (3) sails incl'd'g spinnaker, new BMW 50 hp aux. Nice condition, good liveaboard. **Try 59,500**
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- ★ 34' DASH Fast Davidson dsn., 8 sails, Loran 38,500
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- 36' PETERSON Dsl, 19 bags, B&G inst., sleeps 8 65,000
- 55' SWEDE 7 bags, SatNav, loaded 121,000

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25' BAHAMA 10,500	★ 27' CORONADO . . . 10,000

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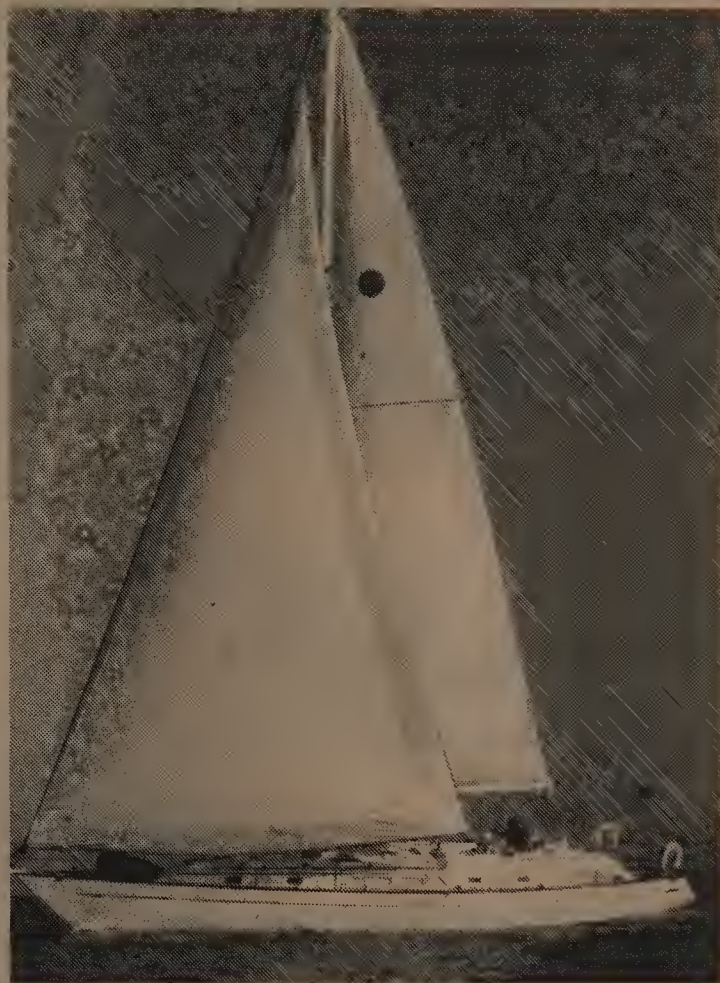
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26' INT FOLKBOAT Classic Scandinavian Design	13,950
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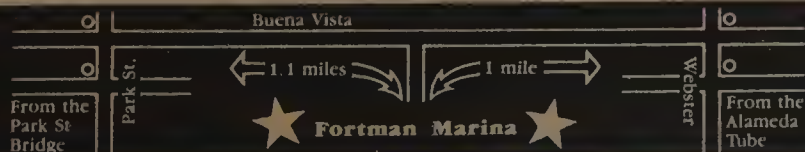
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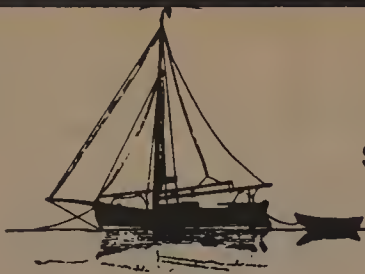
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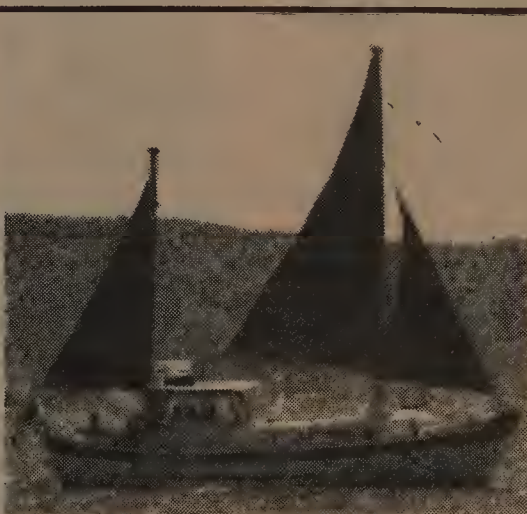
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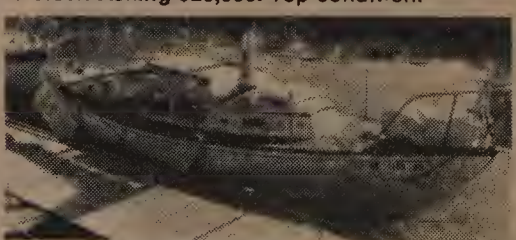
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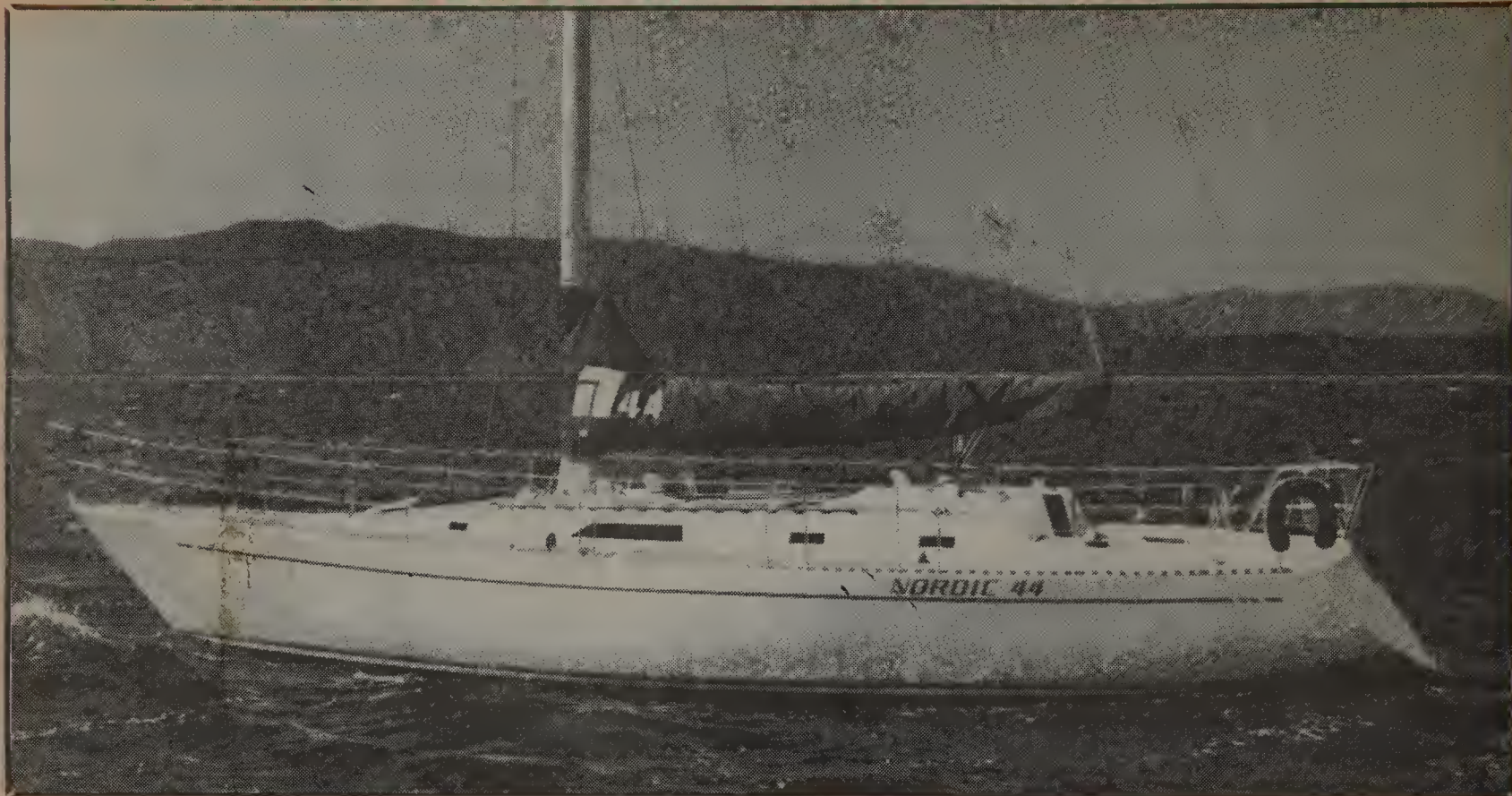
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